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(54) Fuel injector designed to optimize pattern of fuel spray

Kraftstoffeinspritzventil mit optimierter Einspritzstrahlcharakteristik

Soupape d'injection de carburant avec caractéristiques du jet de carburant optimisées

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(73) Proprietor: **DENSO CORPORATION**
Kariya-city,
Aichi-pref. 448-8661 (JP)

(72) Inventors:

- **Kayama, Ryoza**
Kariya-city
Aichi-pref. 448-8661 (JP)
- **Suzuki, Hideki**
Kariya-city
Aichi-pref. 448-8661 (JP)
- **Matsuo, Tetsuharu**
Kariya-city
Aichi-pref. 448-8661 (JP)

- **Tomiita, Yukio**
Kariya-city
Aichi-pref. 448-8661 (JP)

(74) Representative: **TBK**
Bavariaring 4-6
80336 München (DE)

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- **PATENT ABSTRACTS OF JAPAN vol. 011, no. 078 (M-570), 10 March 1987 (1987-03-10) & JP 61 234266 A (MAZDA MOTOR CORP), 18 October 1986 (1986-10-18)**
- **PATENT ABSTRACTS OF JAPAN vol. 1996, no. 12, 26 December 1996 (1996-12-26) & JP 08 218986 A (NIPPON SOKEN INC), 27 August 1996 (1996-08-27)**

EP 1 589 220 B1

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Description

BACKGROUND OF THE INVENTION

Technical Field of the Invention

[0001] The present invention relates generally to a fuel injector designed to inject fuel into an internal combustion engine in an unique spray pattern, and more particularly to an improved structure of such a fuel injector designed to optimize the pattern of a spray of fuel when hitting a head of an intake valve of the engine.

Background Art

[0002] JP H06-101603 and JP H04-121435 disclose an injector orientation changing mechanism which is installed in an intake manifold of an internal combustion engine to change the direction in which fuel is sprayed from a fuel injector to an intake port based on operating conditions of the engine in order to optimize the pattern of the sprayed fuel.

[0003] Use of such a type of injector orientation changing mechanism results in an increase in production costs of fuel injectors and also requires a complex controller to monitor the operating conditions of the engine to control the movement of the injector orientation changing mechanism. The injector orientation changing mechanism is, therefore, unsuitable for practical use or purposes.

[0004] In recent years, there has been proposed a fuel injection system, as discussed in the 8th Aachen Colloquium, which works to orient a jet of fuel to a bottom wall surface of an intake port of the engine (i.e., an upstream portion of the head of an intake valve) for the purpose of reducing HC emissions at start and right after start of the engine. The system is designed based on the fact that when a large amount of fuel sticks to around an exhaust port of a combustion chamber of the engine, it will cause most of the fuel to be discharged from the exhaust port without being burned, thus resulting in an increased amount of HC emissions. Specifically, a fuel injection valve is so installed as to produce and direct a spray of fuel to the bottom wall surface of the intake port to wet it with much fuel for minimizing adhesion of fuel to around the exhaust port.

[0005] However, experimental researches made by the inventors of this application have showed that when a large amount of fuel is, like the system, as described above, sprayed and adhered to the bottom wall surface of the intake port of the engine to wet it at the start of the engine when the fuel injection valve is required to spray much fuel, it will cause the fuel staying on the bottom wall surface the intake port to be vaporized in an instant and drawn into the combustion chamber, so that an air-fuel mixture in the combustion chamber is enriched undesirably, thus resulting in rich misfire leading to an increased amount of HC emissions from the engine.

[0006] The fuel injection timing is usually controlled in two modes: an intake synchronous injection mode in which cylinders of the engine are identified using an output of a cam sensor or a crank sensor, and the fuel is jetted into each cylinder in synchronization with the intake stroke of a piston thereof (i.e., during opening of intake valves) and an intake asynchronous injection mode in which the fuel is jetted into the cylinder during closing of the intake valves regardless of the stroke of the piston. Usually, at the start of the engine, the intake asynchronous injection mode is entered until the cylinders are identified. After such identification, the intake synchronous injection mode is subsequently entered. Specifically, the fuel injection timing is switched between the synchronous injection mode and the intake asynchronous injection mode based on running conditions of the engine.

[0007] In the intake asynchronous injection mode, the intake ports of the combustion chamber of the engine are kept closed, so that no air flows exist in the intake ports, thus causing a spray of fuel to go straight to a target spot. In the intake asynchronous injection mode, air flows are produced in the intake ports, thus causing a stream of spray of fuel to be biased or shifted undesirably by the air flow in each of the intake ports toward exhaust valve of the engine.

[0008] Therefore, when a target area to which the fuel injector aims at spraying fuel is selected toward the center of the head of the intake valve in the intake asynchronous injection mode in order to minimize wetting of the bottom wall surface of the intake port with fuel, it will eliminate the problem of rich misfire, but however, the shifting of the stream of fuel spray arising from the air flow within the intake port in the intake synchronous injection mode results in an increased amount of fuel sticking to around the exhaust port in the combustion chamber. This will lead to an increase in amount of fuel discharged from the exhaust port without being burned, thereby increasing HC emissions from the engine undesirably.

[0009] JP H08-218986 discloses that fuel sprays injected of roughly semi-arc jet hole formed in the injection section of a fuel injection valve collide with each other along the outer periphery of the bevel section of an air intake valve as spray in roughly semi-arc forms without touching the inner wall, etc., of an air intake pipe, pushed away by the injection force of the fuel spray and an intake air flow and caused to turn so as to draw arcs along the outer periphery of the bevel section, quickly diffused over the full surface of the bevel section and flows into a valve clearance. Thus, wet amounts in the inner walls of the air intake valve and pipe are small. Since the fuel spray is uniformly diffused simultaneously with the opening of the air intake valve and flows into a combustion chamber, due to the small wet amounts in the air intake valve and a cylinder, a HC exhaust amount is reduced and acceleration responsiveness is improved.

SUMMARY OF THE INVENTION

[0010] It is therefore a principal object of the invention to avoid the disadvantages of the prior art.

[0011] It is another object of the invention to provide an inexpensive and simple structure of a fuel injector designed to avoid rich misfire and reduce HC emissions from an internal combustion engine regardless of the intake asynchronous and synchronous injection modes.

[0012] Said objects are solved by an internal combustion engine according to claim 1 or claim 18.

[0013] There is provided an internal combustion engine with a fuel injector which may be employed in automotive internal combustion engines. The fuel injector comprises: (a) an injector body having a fuel outlet; and (b) a spray hole formed in the fuel outlet. The spray hole are geometrically designed to produce a spray of fuel in a predetermined pattern so that substantially 70% or more of an amount of the spray hits a preselected area on a surface of a head of an intake valve of an engine when the intake valve is closed. The preselected area is one of a first and a second area on the surface of the head of the intake valve which are defined by a reference boundary line extending through a joint of the head of the intake valve with a stem of the intake valve. The first area is closer to an intake manifold of the engine, while the second area is closer to an exhaust valve of the engine. The preselected area is the first area. This results in an decreased amount of fuel adhered to an inner bottom wall of the intake manifold near an intake port even in an intake asynchronous injection mode wherein much fuel is injected to a combustion chamber when the intake valve is closed at the start of the engine. Therefore, even when the speed of the engine is increased right after the start-up thereof, so that the fuel staying on the inner bottom wall of the intake manifold is vaporized in an instant and enters the combustion chamber, an air-fuel mixture in the combustion chamber is prevented from being over-enriched which will lead to the rich misfire.

[0014] According to the invention, a plurality of spray holes are formed in the fuel outlet. The predetermined pattern of the spray of fuel is established by setting at least one of layout of the spray holes at the fuel outlet, an angular direction in which a jet of the fuel is outputted from each of the spray holes, a diameter of each of the spray holes, and a pitch between adjacent two of target spots on the preselected area of the head of the intake valve each of which one of the spray holes aims at directing a central portion of the jet of fuel which is the greatest in flow rate of fuel.

[0015] If the surface of the head of the intake valve is broken down into an inner peripheral area and an outer peripheral area demarcated by a reference circle which is defined around a center of the head of the intake valves and has a diameter that is half a diameter of a circular area derived by omitting, from an entire surface area of the head of the intake valve, an outermost annular area that is an area on the head of the intake valve which

works as a seat that is to abut an open end of an inner wall of the intake manifold defining the intake port when the intake valve is closed. At least one of the spray holes are designed to aim at producing and directing a jet of fuel to the inner peripheral area, while more than half all the spray holes are provided to aim at directing jets of fuel to the outer peripheral area.

[0016] All the spray holes may be geometrically designed to produce and orient jets of fuel to inside ranges between the reference boundary line and a reference line which extends parallel to the reference boundary line and tangent to a perimeter of an area on the surface of the head of the intake valves which is interrupted by an inner wall of the intake port so that the area is invisible from a center of a fuel jetting from the fuel outlet.

[0017] The spray holes may be geometrically designed to produce two sprays of fuel, one for each of two inlet ports of a combustion chamber in a cylinder of the engine which are selectively closed by heads of intake valves, respectively.

[0018] Each of the head of the intake valves has the preselected area. The preselected area of a left one of the heads of the intake valves, as viewed from the fuel outlet of the injector body, is delimited by the reference boundary line that is located at an angular interval 10° to 30° away from a reference line in a clockwise direction, as viewed from the fuel outlet. The preselected area of a right one of the heads of the intake valves, as viewed from the fuel outlet of the injector body, is delimited by the reference boundary line that is located at an angular interval 10° to 30° away from a reference line in a counterclockwise direction, as viewed from the fuel outlet.

[0019] The spray holes may be broken down into a first group and a second group. Each of the first and second groups is so designed to produce the spray of fuel for one of the intake ports of the combustion chamber of the engine that a portion of the spray has a maximum flow rate within a range defined around a line extending between the joint of the head of the intake valve with the stem of the intake valve and a center of a fuel jetting of a corresponding one of the first and second groups.

[0020] The first group of the spray holes may be designed to produce and orient the spray of fuel to the head of a left one of the intake valves, as viewed from the fuel outlet. The second group of the spray holes may be designed to produce and orient the spray of fuel to the head of a right one of the intake valves. The first group has ones of the spray holes which are provided to aim at a right side of the preselected area, as viewed from the fuel outlet, and greater in number than remaining ones of the spray holes. The second group has ones of the spray holes which is provided to aim at a left side of the preselected area, as viewed from the fuel outlet, and greater in number than remaining ones of the spray holes.

[0021] The first group of the spray holes may alternatively be designed to produce and orient the spray of fuel to the head of a left one of the intake valves, as viewed from the fuel outlet. The second group of the spray holes

may also be designed to produce and orient the spray of fuel to the head of a right one of the intake valves. The first group has ones of the spray holes which are provided to aim at producing and directing jets of the fuel to target spots defined on a right side of the preselected area, as viewed from the fuel outlet, at a spot-to-spot pitch shorter than that in remaining one of the spray holes. The second group has ones of the spray holes which are provided to aim at producing and directing jets of the fuel to target spots defined on a left side of the preselected area, as viewed from the fuel outlet, at a spot-to-spot pitch shorter than that in remaining one of the spray holes.

[0022] The first group of the spray holes may alternatively be designed to produce and orient the spray of fuel to the head of a left one of the intake valves, as viewed from the fuel outlet. The second group of the spray holes may also be designed to produce and orient the spray of fuel to the head of a right one of the intake valves. The first group has ones of the spray holes which are provided to aim at producing and directing jets of the fuel to a right side of the preselected area, as viewed from the fuel outlet, and greater in diameter than remaining one of the spray holes. The second group has ones of the spray holes which are provided to aim at producing and directing jets of the fuel to a left side of the preselected area, as viewed from the fuel outlet, and greater in diameter than remaining one of the spray holes.

[0023] The spray may alternatively be broken down into a plurality of spray hole groups which work to produce a plurality of sprays of fuel, one for each of a plurality of inlet ports of a combustion chamber in a cylinder of the engine. The sprays of fuel are different in flow rate from each other.

[0024] One of the spray hole groups, which is so selected as to produce one of the sprays of fuel greater in the flow rate, may be at least one of the spray holes which is greater in diameter than that in one of the other spray holes groups which is so selected as to produce the spray of fuel smaller in the flow rate.

[0025] One of the spray hole groups, which is so selected as to produce one of the sprays of fuel greater in the flow rate, may alternatively have ones of the spray holes which are greater in number than that in one of the other spray holes groups which is so selected as to produce the spray of fuel smaller in the flow rate.

BRIEF DESCRIPTION OF THE DRAWINGS

[0026] The present invention will be understood more fully from the detailed description given hereinbelow and from the accompanying drawings of the preferred embodiments of the invention, which, however, should not be taken to limit the invention to the specific embodiments but are for the purpose of explanation and understanding only.

[0027] In the drawings:

Fig. 1 is a side view which shows a fuel injector of

the invention which is installed in an internal combustion engine;

Fig. 2 is a perspective view which shows a fuel injector of the invention which is installed in an intake valve of an engine;

Fig. 3 is a transverse sectional view which shows intake and exhaust ports of a cylinder of an engine;

Fig. 4 is a partially sectional view which shows a tip portion of a fuel injector of the invention;

Fig. 5(a) is a schematic perspective view which shows how to define areas of heads of intake valves to which most of fuel sprays are to be directed by a fuel injector according to the first embodiment of the invention;

Fig. 5(b) is a schematic perspective view which shows patterns of sprays of fuel on heads of intake valves, as produced by a fuel injector according to the first embodiment of the invention;

Fig. 6(a) is a schematic perspective view which shows a case where portions of heads of intake valves are visually interrupted by inner walls of intake ports;

Fig. 6(b) is a schematic perspective view which shows patterns of sprays of fuel on heads of intake valves, as produced by a modification of a fuel injector of the first embodiment of the invention;

Fig. 7 is a partially sectional view which shows patterns of fuel sprays produced by a fuel injector of the first embodiment of the invention when an engine is in an intake asynchronous injection mode and an intake synchronous injection mode;

Figs. 8(a), 8(b), and 8(c) are graphs which represent variations in engine speed, air-fuel ratio of exhaust gas, and HC emissions with time in the first embodiment and a comparative example, respectively;

Fig. 9 is a top view which shows air flows drawn into a combustion chamber of an engine in an intake asynchronous injection mode and an intake synchronous injection mode;

Fig. 10(a) is a schematic perspective view which shows how to define areas of heads of intake valves to which most of fuel sprays are to be directed by a fuel injector according to the second embodiment of the invention;

Fig. 10(b) is a schematic perspective view which shows patterns of sprays of fuel on heads of intake valves, as produced by a fuel injector according to the second embodiment of the invention;

Fig. 11 is a schematic perspective view which shows patterns of sprays of fuel on heads of intake valves, as produced by a fuel injector according to the fourth embodiment of the invention;

Fig. 12 is a plan view which shows layout of spray holes of a fuel injector of the fourth embodiment of the invention;

Fig. 13(a) is a schematic perspective view which shows target spots to which spray holes of a fuel injector according to the fifth embodiment of the in-

vention aim at directing jets of fuel;

Fig. 13(b) is a plan view which shows layout of spray holes of a fuel injector of the fifth embodiment of the invention;

Fig. 14(a) is a schematic perspective view which shows target spots to which spray holes of a modification of a fuel injector of the fifth embodiment of the invention aim at directing jets of fuel;

Fig. 14(b) is a plan view which shows modified layout of spray holes of a fuel injector of the fifth embodiment of the invention;

Fig. 15(a) is a schematic perspective view which shows target spots to which spray holes of a fuel injector according to the sixth embodiment of the invention aim at directing jets of fuel;

Fig. 15(b) is a plan view which shows layout of spray holes of a fuel injector of the sixth embodiment of the invention aiming at the target spots, as illustrated in Fig. 15(a);

Fig. 15(c) is a plan view which shows a modified layout of spray holes of a fuel injector of the sixth embodiment of the invention aiming at target spots, as illustrated in Fig. 15(a);

Fig. 16(a) is a schematic perspective view which shows target spots to which spray holes of a fuel injector in a modified form of the sixth embodiment of the invention aim at directing jets of fuel;

Fig. 16(b) is a plan view which shows layout of spray holes of a fuel injector aiming at the target spots, as illustrated in Fig. 16(a);

Fig. 17(a) is a schematic perspective view which shows target spots to which spray holes of a fuel injector according to the seventh embodiment of the invention aim at directing jets of fuel;

Fig. 17(b) is a plan view which shows layout of spray holes of a fuel injector aiming at the target spots, as illustrated in Fig. 17(a);

Fig. 18(a) is a schematic perspective view which shows target spots to which spray holes of a fuel injector in a modified form of the seventh embodiment of the invention aim at directing jets of fuel;

Fig. 18(b) is a plan view which shows layout of spray holes of a fuel injector aiming at the target spots, as illustrated in Fig. 18(a);

Fig. 19(a) is a schematic perspective view which shows target spots to which spray holes of a fuel injector in a second modified form of the seventh embodiment of the invention aim at directing jets of fuel;

Fig. 19(b) is a plan view which shows layout of spray holes of a fuel injector aiming at the target spots, as illustrated in Fig. 19(a);

Fig. 20 is a schematic perspective view which shows how to define areas of heads of intake valves to which spray holes of a fuel injector according to the eighth embodiment of the invention aim at directing jets of fuel;

Fig. 21 (a) is a schematic perspective view which

shows target spots to which spray holes of a fuel injector of the eighth embodiment of the invention aim at directing jets of fuel;

Fig. 21(b) is a plan view which shows layout of spray holes of a fuel injector of the eighth embodiment of the invention aiming at the target spots, as illustrated in Fig. 21 (a);

Fig. 21(c) is a plan view which shows a modified layout of spray holes of a fuel injector of the eighth embodiment of the invention aiming at target spots, as illustrated in Fig. 21 (a);

Fig. 22(a) is a schematic perspective view which shows target spots to which spray holes of a fuel injector in a modified form of the eighth embodiment of the invention aim at directing jets of fuel;

Fig. 22(b) is a plan view which shows layout of spray holes of a fuel injector aiming at the target spots, as illustrated in Fig. 22(a);

Fig. 23(a) is a schematic perspective view which shows target spots to which spray holes of a fuel injector in a modified form of the eighth embodiment of the invention aim at directing jets of fuel;

Fig. 23(b) is a plan view which shows layout of spray holes of a fuel injector aiming at the target spots, as illustrated in Fig. 23(a);

Fig. 24(a) is a schematic perspective view which shows target spots to which spray holes of a fuel injector in a second modified form of the eighth embodiment of the invention aim at directing jets of fuel;

Fig. 24(b) is a plan view which shows layout of spray holes of a fuel injector aiming at the target spots, as illustrated in Fig. 24(a);

Fig. 25(a) is a schematic perspective view which shows target spots to which spray holes of a fuel injector in a third modified form of the eighth embodiment of the invention aim at directing jets of fuel;

Fig. 25(b) is a plan view which shows layout of spray holes of a fuel injector aiming at the target spots, as illustrated in Fig. 25(a);

Fig. 26(a) is a schematic perspective view which shows target spots to which spray holes of a fuel injector according to the ninth embodiment of the invention aim at directing jets of fuel;

Fig. 26(b) is a plan view which shows layout of spray holes of a fuel injector aiming at the target spots, as illustrated in Fig. 26(a);

Fig. 27(a) is a schematic perspective view which shows target spots to which spray holes of a fuel injector in a modified form of the ninth embodiment of the invention aim at directing jets of fuel;

Fig. 27(b) is a plan view which shows layout of spray holes of a fuel injector aiming at the target spots, as illustrated in Fig. 27(a);

Fig. 28(a) is a schematic perspective view which shows target spots to which spray holes of a fuel injector in a second modified form of the ninth embodiment of the invention aim at directing jets of fuel;

Fig. 28(b) is a plan view which shows layout of spray

holes of a fuel injector aiming at the target spots, as illustrated in Fig. 28(a);

Fig. 29(a) is a schematic perspective view which shows target spots to which spray holes of a fuel injector in a third modified form of the ninth embodiment of the invention aim at directing jets of fuel;

Fig. 29(b) is a plan view which shows layout of spray holes of a fuel injector aiming at the target spots, as illustrated in Fig. 29(a);

Fig. 30(a) is a schematic perspective view which shows target spots to which spray holes of a fuel injector according to the tenth embodiment of the invention aim at directing jets of fuel;

Fig. 30(b) is a plan view which shows layout of spray holes of a fuel injector aiming at the target spots, as illustrated in Fig. 30(a);

Fig. 31(a) is a schematic perspective view which shows target spots to which spray holes of a fuel injector according to the eleventh embodiment of the invention aim at directing jets of fuel; and

Fig. 31(b) is a plan view which shows layout of spray holes of a fuel injector aiming at the target spots, as illustrated in Fig. 31(a).

DESCRIPTION OF THE PREFERRED EMBODIMENTS

[0028] Referring to the drawings, wherein like reference numbers refer to like parts in several views, particularly to Figs. 1 to 8, there is shown a fuel injector according to the first embodiment of the invention which is implemented in this and other embodiments, as will be discussed later, by, for example, a fuel injection valve working to inject fuel to an internal combustion engine 11.

[0029] The engine 11 has, for example, two intake ports 13 and two exhaust ports 14 which are arrayed at intervals of 90°, as clearly shown in Fig. 3, around a spark plug 10 installed in the center of an upper wall of a combustion chamber 12. The intake ports 13 are opened or closed by heads 15 of intake valves 150. Similarly, the exhaust ports 14 are opened or closed by heads 16 of exhaust valves 160. To the intake ports 13, branches of an intake manifold 17 are connected. The fuel injection valve 18 is installed upstream of a branch connection of the intake manifold 17. To the exhaust ports 14, branches of an exhaust manifold 19 are connected.

[0030] The fuel injection valve 18 has, as clearly shown in Fig. 4, a nozzle head defined by a lower portion of a valve body 21 in which a tapered valve seat 22 is formed on which a needle valve 20 is seated. The valve seat 22 leads to a nozzle opening (i.e., a fuel outlet) 23 which is to be opened or closed by an upward or downward movement of the needle valve 20 controlled by a solenoid (not shown). A spray plate 24 is affixed to the lower end of the valve body 21 to cover the nozzle opening 23. The spray plate 24 has a plurality of (e.g., twelve) spray holes 25 (also called nozzle holes) formed therein.

[0031] Fuel spray patterns of the fuel injection valve 18 will be described below with reference to Figs. 1 and

5(a) to 7.

[0032] If an upper surface, as viewed in Fig. 1, of the head 15 of each of the intake valves 150 is broken down into two parts: a horizontal semilunar area 28 located far from the exhaust manifold 19 (i.e., close to the bottom wall of the intake manifold 17, in other words, an inner peripheral wall of the combustion chamber 12) and a horizontal semilunar area 29 located close to the exhaust manifold 19 (i.e., far from the bottom wall of the intake manifold 17, in other words, close to a longitudinal center line of the combustion chamber 12) which are demarcated by a reference boundary line 27 extending perpendicular to lengths of stems 26 of the intake valves 150 (i.e., a longitudinal center line of the fuel injection valve 18) through the centers of joints between the stems 26 and the heads 15 of the intake valves 150, the spray holes 25 are geometrically designed to produce sprays of fuel, one for each of the intake ports 13, so that approximately 70% or more of the amount of each of the sprays of fuel outputted per fuel injection cycle hits a corresponding one of the areas 28 of the heads 15 of the intake valves 150 when the fuel injection valve 18 is in an intake asynchronous injection mode wherein the fuel injection valve 18 is required to be opened when the intake valve 150 is placed in a closed state. This may be achieved by, as will be described later in detail, setting at least one of the layout of the spray holes 25 in the spray plate 24, the angular direction in which the fuel is jetted from each of the spray holes 25 (i.e., an angle which a longitudinal center line of each of the spray holes 25 makes with the longitudinal center line of the fuel injection valve 18), the diameter of each of the spray holes 25, and the pitch between adjacent two of target spots on the valve heads 15 to each of which one of the spray holes 25 aims at directing a central portion of the jet of fuel which is the greatest in flow rate or amount of fuel.

[0033] In a case where the fuel injection valve 18 is to be installed at a location where the areas 28 and 29 of the intake valves 150, as illustrated in Fig. 5(a), are all perceived visually from the centers of fuel jettings from the fuel injection valve 18 without being interrupted by inner walls of the intake ports 13 (i.e., the inner walls of the intake manifold 17), the fuel injection valve 18 is so designed as to produce, in the intake asynchronous injection mode, an oval spray pattern, as viewed in units of the heads 15 of the intake valves 150 in Fig. 5(b), so that approximately 70% or more of the amount of spray of fuel outputted per fuel injection cycle hits the area 28 of each of the intake valves 150. Many of engines of the type in which the fuel injection valve 18 is to be installed in a cylinder head are so designed that the areas 28 and 29 are all viewed from the centers of fuel jettings from the fuel injection valve 18. Note that the center of a fuel jetting from the fuel injection valve 18, as referred to in this or subsequent embodiments, represents an intersection between the surface of the spray plate 24 and a longitudinal center line of a stream of spray of fuel outputted from the nozzle opening 23. The longitudinal cent-

er line usually coincides with a portion of the stream of spray which is the greatest in flow rate of fuel. For example, in a case where two of the spray holes 25 are designed to produce a single spray of fuel, the center of fuel jetting is the middle between those two spray holes 25. In a case where three of the spray holes 25 are designed to produce a single spray of fuel, the center of fuel jetting is a middle one of those three spray holes 25.

[0034] In a case where the fuel injection valve 18 is to be installed at a location where portions of the areas 28 of the heads 15 of the intake valves 150, as painted black in Fig. 6(a), are interrupted by the inner walls of the intake ports 13, respectively, so that they are invisible from the centers of fuel jettings from the fuel injection valve 18, the fuel injection valve 18 is so designed as to produce, in the intake asynchronous injection mode, an oval spray pattern, as viewed in units of the valve heads 15 in Fig. 6(b), so that approximately 70% or more of the amount of spray of fuel outputted per fuel injection cycle hits the area 28 of each of the valve heads 15 except the portion interrupted visually by the inner wall of the intake port 13. Many of engines of the type in which the fuel injection valve 18 is to be installed directly in the intake manifold 17 so designed that portions of the areas 28 are invisible from the centers of fuel jettings from the fuel injection valve 18.

[0035] The fuel injection timing is usually controlled in two modes: an intake synchronous injection mode in which cylinders of the engine are identified using an output of a cam sensor or a crank sensor, and the fuel is jetted into each cylinder in synchronization with the intake stroke of the piston thereof (i.e., during opening of the intake valves 150) and an intake asynchronous injection mode in which the fuel is jetted into the cylinder during closing of the intake valves 150 regardless of the stroke of the piston. Usually, at the start of the engine, the intake asynchronous injection mode is entered until the cylinders are identified. After such identification, the intake synchronous injection mode is subsequently entered. Specifically, the fuel injection timing is switched between the synchronous injection mode and the intake asynchronous injection mode based on running conditions of the engine.

[0036] Specifically, as illustrated in Fig. 7, when the intake valves 150 are closed, so that no air flows exist in the intake ports 13, the intake asynchronous injection mode is entered to activate or open the fuel injection valve 18 to spray the fuel into the combustion chamber 12. A stream of the sprayed fuel then goes straight to a target area on the head 15 of each of the intake valves 150. Upon entrance of the intake synchronous injection mode to spray the fuel into the combustion chamber 12 when the intake valves 15 are opened, air flows are produced in the intake ports 13, thereby causing a stream of the sprayed fuel to be biased or shifted undesirably by the air flow in each of the intake ports 13 toward the center of the combustion chamber 12 (i.e. close to the exhaust valve 16).

[0037] In order to alleviate the above problem, the spray holes 25 of the fuel injection valve 18 are, as described above, so geometrically designed that approximately 70% or more of the amount of fuel per fuel injection cycle hits on the areas 28 of the intake valves 15 in the intake asynchronous injection mode. This results in an decreased amount of fuel adhered to the inner bottom wall of the intake manifold 17 near the intake ports 13 even in the intake asynchronous injection mode wherein much fuel is injected to the combustion chamber 12 when the intake valves 150 are closed at the start of the engine 11. Therefore, even when the speed of the engine 11 is increased right after the start-up thereof, so that the fuel staying on the inner bottom wall of the intake manifold 17 is vaporized in an instant and enters the combustion chamber 12, an air-fuel mixture in the combustion chamber 12 is prevented from being over-enriched which will lead to the rich misfire.

[0038] In the intake synchronous injection mode wherein the intake valves 150 are opened, but the fuel is sprayed into the combustion chamber 12, air flows in the intake ports 13, as described above, cause streams of the fuel to be biased toward the exhaust valves 160. The fuel injection valve 18 of this embodiment, however, works to allow the center of the spray of fuel to be shifted only to near the center of the intake ports 13, thereby avoiding adhesion of much fuel to the inner wall of the combustion chamber 12 near the exhaust ports 14 during the intake synchronous injection mode, which suppresses an increase in HC emissions. The structure of the fuel injection valve 18 eliminates the need for an injector orientation changing mechanism, as discussed in the introductory part of this application, for changing the orientation of the fuel injection valve 18 and may be employed in various types of intake port injection engine.

[0039] We performed two tests one of which oriented a spray of fuel to the head 15 of the exhaust valve 150 so that approximately 70% or more of the amount of the fuel spray hit the area 28 of the intake valve 150 in the intake asynchronous injection mode, and the other of which is a comparative test and produced a spray of fuel so that less than 70% of the amount of the fuel spray hit the area 28 of the intake valve 150 in the intake asynchronous injection mode. We started the engine in the intake asynchronous injection mode and measured variations in speed of the engine, air-fuel ratio of exhaust gas, and HC emissions from the engine. Results of the tests are shown in graphs of Figs. 8(a), 8(b), and 8(c). The graphs that, in the comparative test in which the fuel is sprayed so that less than 70% of the amount of the fuel spray hit the area 28 of the intake valve 150, when the velocity of air flowing through the intake port 13 is elevated up to a certain level by a rapid increase in engine speed immediately after start-up of the engine, much fuel staying on the inner bottom wall of the intake port 13 is vaporized in an instant and drawn into the combustion chamber 12, so that the air-fuel mixture in the combustion chamber 12 is enriched, thus resulting in the rich misfire

and increase in HC emissions, while, in the test where the fuel is sprayed so that 70% or more of the amount of the fuel spray hit the area 28 of the intake valve 150, less fuel is adhered to the bottom wall surface of the intake port 13 even in the intake asynchronous injection mode, thus preventing the air-fuel mixture in the combustion chamber 12 from being enriched which results in the rich misfire.

[0040] The fuel injection valve 18 according to the second embodiment of the invention will be described below with reference to Figs. 9 to 10(b).

[0041] In the intake synchronous injection mode, streams of air flowing through the two intake ports 13 opening into the combustion chamber 12 are, as can be seen in Fig. 9, usually susceptible to divergence to the longitudinal center line of the combustion chamber 12 (i.e., the spark plug 10). This causes sprays of fuel from the fuel injection valve 18 to be oriented toward the longitudinal center line of the combustion chamber 12 from target areas of the heads 15 of the intake valves 150, so that much fuel sticks to the inner wall of the combustion chamber 12 near the exhaust ports 14 and then discharged without being burned, thus resulting in an increased amount of HC emissions.

[0042] In order to alleviate the above problem, the fuel injection valve 18 of this embodiment is designed to orient jets of fuel, as clearly shown in Fig. 10(b), to dark areas of the heads 15 of the intake valves 150. Specifically, an upper surface of the head 15 of a left one of the intake valves 150, as viewed in Fig. 10(a), facing the intake port 13 is broken down into two parts: an area 28a and an area 29a which are demarcated by a reference boundary line 27a extending perpendicular to the length of the stem 26 through a joint between the stem 26 and the head 15 of the intake valve 150. The reference boundary line 27a is a line shifted 10° to 30° from the reference boundary line 27, as described in the first embodiment, in a clockwise direction, as viewed from the fuel injection valve 18. The area 29a lies close to the exhaust manifold 19 (i.e., the exhaust ports 14), while the area 28a lies far from the exhaust manifold 19. Similarly, an upper surface of the head 15 of a right one of the intake valves 150 facing the intake port 13 is broken down into two parts: an area 28b and an area 29b which are demarcated by a reference boundary line 27b extending perpendicular to the length of the stem 26 through a joint between the stem 26 and the head 15 of the intake valve 150. The reference boundary line 27a is a line shifted 10° to 30° from the reference boundary line 27 in a counterclockwise direction, as viewed from the fuel injection valve 18. The area 29b lies close to the exhaust manifold 19, while the area 28b lies far from the exhaust manifold 19. The spray holes 25 of the fuel injection valve 18 of this embodiment are geometrically designed to produce two sprays of fuel so that approximately 70% or more of a total amount of the sprays of fuel, as illustrated in Fig. 10(b), hits the areas 28a and 28b of the valve heads 15 when the fuel injection valve 18 is in the intake asynchronous injection mode.

This serves to minimize shifting of streams of sprays of fuel from the fuel injection valve 18 to the longitudinal center line of the combustion chamber 12 caused by air flows in the intake ports 13 produced in the intake synchronous injection mode to decrease the amount of fuel sticking to the inner wall of the combustion chamber 12 around the exhaust ports 14. This avoids an undesirable increase in amount of HC emissions when the fuel injection valve 18 is in the intake synchronous injection mode.

[0043] The fuel injection valve 18 according to the third embodiment will be described below which is equipped with an air assist feature which assists in enhancing atomization of fuel using an air jet or a heating feature which does it using thermal energy produced by a heater. The air assist feature or the heating feature can be of any known type designed to start and stop production of the air jet selectively or turn on and off a heater selectively. For example, Japanese Patent First Publication No. 4-159452 discloses an example of the air assist feature. Japanese Patent First Publication No. 2003-314402 teaches an example of the heating feature. Either of these may be employed in this embodiment.

[0044] A spray pattern of the fuel injection valve 18 greatly depends upon activities of the air assist feature or the heating feature. Use of the air assist feature or the heating feature serves to facilitate the atomization of fuel sprayed from the fuel injection valve 18, thereby improving burning of the fuel in the combustion chamber 12 to reduce HC emissions. Other arrangements of the fuel injection valve 18 are identical with those in the first embodiment. Specifically, the spray holes 25 of the fuel injection valve 18 are designed to produce sprays of fuel so that approximately 70% or more of the amount of the fuel hits on the areas 28 of the intake valves 15 when the fuel injection valve 18 is in the intake asynchronous injection mode. Of course, the air assist feature or the heating feature may be employed in the fuel injection valve 18 of the second embodiment.

[0045] The fuel injection valve 18 according to the fourth embodiment of the invention will be described below with reference to Figs. 11 and 12 which is designed to produce sprays of fuel, one for each of the intake ports 13, so that approximately 70% or more of the amount of each of the sprays of fuel outputted per fuel injection cycle hits a corresponding one of the areas 28 of the heads 15 of the intake valves 150 when the fuel injection valve 18 is in an intake asynchronous injection mode and to minimize the amount of fuel which hits against the surfaces of the heads 15 of the intake valves 150 and then enters the depth of the combustion chamber 12.

[0046] The spray plate 24 of the fuel injection valve 18 of this embodiment has the twelve spray holes 25 which are arrayed, as clearly shown in Fig. 12, in the form of # and broken down into a left group 38 and a right group 39, as viewed when facing the heads 15 of the intake valves 150. The left group 38 is made up of six of the spray holes 25 arrayed on the left side of a center line 100 defined on a plane extending through the center of

the spray plate 24 (or the longitudinal center line of the fuel injection valve 18) and the center between the stems 26 of the intake valves 15 (i.e., the longitudinal center line of the combustion chamber 12). The left group 38 has the center 31 which makes a center line of a stream of spray of fuel (i.e., the center of fuel jetting). Similarly, the right group 39 is made up of six of the spray holes 25 arrayed on the right side of the center line 100 and has the center 32 which makes a center line of a stream of spray of fuel (i.e., the center of fuel jetting). Lines 33 and 34, as illustrated in Fig. 11, extend from the centers 31 and 32 of the left and right groups 38 and 39 to the centers of the joints of the stems 26 (also referred to as base ends of the stems 26 blow) and the heads 15 of the intake valves 150, respectively. The spray holes 25 of the fuel injection valve 18 are designed to produce two sprays of fuel, one for each of the intake ports 13, so that each of the sprays hits on the area 28 of the head 15 of the intake valve 150 and has a maximum flow rate in a corresponding one of predetermined narrower ranges 35 and 36, as painted black in Fig. 11, defined around the lines 33 and 34, respectively. The ranges 35 and 36 spatially overlap the stems 26 of the intake valves 150 in directions of the lines 33 and 34, respectively. This causes most of fuel sprayed to each of the heads 15 of the intake valves 150 to hit on the stem 26 without directly entering the combustion chamber 12 either in the intake synchronous injection mode or in the intake asynchronous injection mode. This also facilitates the atomization of fuel sprayed from the fuel injection valve 18 to improve burning thereof in the combustion chamber 12, thus resulting in a decrease in HC emissions.

[0047] The fuel injection valve 18 of this embodiment may be designed to jet the fuel onto the areas 28a and 28b of the intake valves 15, as defined in the second embodiment, and also have the air assist feature or the heating feature, as discussed in the third embodiment.

[0048] The fuel injection valve 18 according to the fifth embodiment of the invention will be described below with reference to Figs. 13(a) and 13(b) which is similar to the first embodiment except as referred to below.

[0049] The spray holes 25 in the spray plate 24 are, like the fourth embodiment, broken down into the left group 38 and the right group 39. In the left group 38, ones of the spray holes 25 arrayed closer to the center line 100 are greater in number than the others. In other words, the spray holes 25 are concentrated in number on a side closer to the center line 100 to concentrate a spray of fuel on a right side, as viewed from the fuel injection valve 18, of the area 28 of a left one of the intake valves 150. Similarly, in the right group 39, ones of the spray holes 25 arrayed closer to the center line 100 are greater in number than the others to concentrate a spray of fuel on a left side of the area 28 of a right one of the intake valves 150.

[0050] The spray plate 13, as can be seen from Fig. 13(b), has the twelve spray holes 25 in total. Taking, as an example, the left group 38, the six spray holes 25, as

labeled *A, B, C, D, E,* and *F,* are designed to aim at target spots \times , as labeled *A, B, C, D, E,* and *F,* on the area 28 on the head 15 of the left intake valve 150, respectively. The target spot, as referred to herein, is a small area of the surface of the head 15 of the intake valve 150 in which a jet of fuel from each of the spray holes 25 concentrates most in flow rate, in other words, on which the center line of a stream of spray of fuel from each of the spray holes 15 hits.

[0051] Specifically, in the left group 38, four, as labeled *E, C, D,* and *F,* of the spray holes 25 are aligned parallel to the center line 100 so as to jet the fuel to the target spots *E, C, D,* and *F* on the area 28 of the left intake valve 150. Two, as labeled *A* and *B,* of the spray holes 25 are aligned parallel to and far from the center line 100 so as to jet the fuel to the target spots *A* and *B* on the area 28 of the left intake valve 150. The same is true for the right group 39.

[0052] Figs. 14(a) and 14(b) show another example of the fuel injection valve 18 of the fifth embodiment in which the spray plate 24 has a total of ten spray holes 25 formed therein. Specifically, taking, as an example, the left group 38, it is made up of five, as labeled *A, B, C, D,* and *E,* of the spray holes 25 designed to aim at target spots \times , as labeled *A, B, C, D,* and *E,* on the area 28 of the left intake valve 150. Three, as labeled *C, D,* and *E,* of the five spray holes 25 are aligned parallel to and close to the center line 100 so as to jet the fuel to the target spots *C, D,* and *E* on the area 28 of the left intake valve 150. Two, as labeled *A* and *B* of the spray holes 25 are aligned parallel to and far from the center line 100 so as to jet the fuel to the target spots *A* and *B* on the area 28 of the left intake valve 150. The same is true for the right group 39.

[0053] The spray holes 25 of the fuel injection valve 18, as illustrated in Figs. 13(a) and 13(b) or Figs. 14(a) and 14(b), are designed to produce sprays of fuel so that they hit on the areas 28 of the heads 15 of the intake valves 150 and have, like the fourth embodiment, the maximum flow rate in narrow ranges defined around lines (i.e., the lines 33 and 34 in Fig. 11) extending between the centers of the first and second groups 38 and 39 (i.e., the center lines of streams of spray of fuel) and the base ends of the stems 26 of the intake valves 150 (i.e., the joints between the stems 26 and the heads 15 of the intake valves 150). This causes most of fuel sprayed to each of the intake valves 15 to hit on the stem 26 without directly entering the combustion chamber 12.

[0054] The fuel injection valve 18 of the fifth embodiment thereof may be designed to jet the fuel onto the areas 28a and 28b of the intake valves 15, as defined in the second embodiment and also have the air assist feature or the heating feature, as discussed in the third embodiment.

[0055] The fuel injection valve 18 according to the sixth embodiment of the invention will be described with reference to Figs. 15(a), 15(b), and 15(c) which is similar to the first embodiment except as referred to below.

[0056] The spray plate 24 has twelve spray holes 25 arrayed in either of patterns, as illustrated in Figs. 15(b) and 15(c). Pitches between the spray holes 25 may be equal to or different from each other. Ones of the spray holes 25 which aim at portions of the areas 28 on the heads 15 of the intake valves 150 closer to the center of the combustion chamber 12, in other words, closer to each other than the stems 26 are so designed as to orient jets of fuel to target spots \times defined on the areas 28 at a shorter pitch in a direction parallel to the boundary line 27. In other words, angles which longitudinal center lines of ones of the spray holes 25 (i.e., lines of streams of spray of fuel from the spray holes 25) aiming at the portions of the areas 28 closer to each other than the stems 26 of the intake valves 150 make with the longitudinal center line of the fuel injection valve 18 are so selected as to orient jets of fuel to the target spots \times defined on the areas 28 at the shorter pitch in the direction parallel to the boundary line 27.

[0057] Taking, as an example, the left group 38, three, as labeled *D*, *E*, and *F*, of the spray holes 25 are geometrically designed to produce and orient jets of fuel to the target spots *D*, *E*, and *F* defined on the right side, as viewed from the fuel injection valve 18, in the area 28 of the head 15 of the left intake valve 150 at shorter pitches in a direction parallel to the boundary line 27. Other three, as labeled *A*, *B*, and *C*, of the spray holes 25 are geometrically designed so as to produce and orient jets of fuel to the target spots *A*, *B*, and *C* defined on the left side in the area 28 of the head 15 of the left intake valve 150 at longer pitches in the direction parallel to the boundary line 27. The same is true for the right group 39.

[0058] Figs. 16(a) and 16(b) show a modification of the fuel injection valve 18, as described above, in which the spray plate 24 has a total of eight spray holes 25 formed therein. Specifically, taking, as an example, the left group 38, it is made up of four, as labeled *A*, *B*, *C*, and *D*, of the spray holes 25 which are designed to aim at target spots \times , as labeled *A*, *B*, *C*, and *D*, on the area 25 of the left intake valve 150. Of the spray holes 25, two, as labeled *C* and *D*, located closer to the center line 100 are designed so as to produce and orient jets of fuel to the target spots *C* and *D* defined on the area 28 of the left intake valve 150 at a shorter pitch. The other two spray holes 25, as labeled *A* and *B*, located far from the center line 100 are designed to produce and orient jets of fuel to the target spots *A* and *B* defined on the area 28 of the left intake valve 150 at a longer pitch. The same is true for the right group 39.

[0059] The spray holes 25 of the fuel injection valve 18, as illustrated in Figs. 15(a), 15(b), and Fig. 15(c) or Figs. 16(a) and 16(b), are designed to produce sprays of fuel so that they hit on the areas 28 of the heads 15 of the intake valves 15 and have, like the fourth embodiment, the maximum flow rate in narrow ranges defined around lines (i.e., the lines 33 and 34 in Fig. 11) extending between the centers of the first and second groups 38 and 39 (i.e., the center lines of streams of spray of fuel

and the base ends of the stems 26 of the intake valves 150. This causes most of fuel sprayed to each of the intake valves 15 to hit on the stem 26 without directly entering the combustion chamber 12.

[0060] The fuel injection valve 18 of the sixth embodiment may be designed to jet the fuel onto the areas 28a and 28b of the intake valves 15, as defined in the second embodiment and also have the air assist feature or the heating feature, as discussed in the third embodiment.

[0061] The fuel injection valve 18 according to the seventh embodiment of the invention will be described with reference to Figs. 17(a) and 17(b) which is similar to the first embodiment except as referred to below.

[0062] The spray plate 24 has twelve spray holes 25 broken down into the left and right groups 38 and 39 across the center line 100 and designed to have ones of the spray holes 25 which are provided to aim at target spots \times defined on the right side of the areas 28 of the heads 15 of the intake valves 150, as viewed from the fuel injection valve 18, and have a larger diameter.

[0063] Taking, as an example, the left group 38, outermost two, as labeled *E* and *F*, of the six spray holes 25 are geometrically designed to produce and orient jets of fuel to the target spots *E* and *F* defined on the right side, as viewed from the fuel injection valve 18, in the area 28 of the left intake valve 150 and to have a larger diameter. Other four, as labeled *A*, *B*, *C*, and *D*, of the spray holes 25 are geometrically designed to produce and orient jets of fuel to the target spots *A*, *B*, *C*, and *D* defined on the left side in the area 28 of the left intake valve 150 and to have a smaller diameter. The same is, as can be seen from Figs. 17(a) and 17(b), true for the right group 39. Three of more of the spray holes 25 may be designed to have a larger diameter.

[0064] Figs. 18(a) and 18(b) show a modification of the fuel injection valve 18, as described above, in which the spray plate 24 has a total of four spray holes 25 formed therein. Specifically, taking, as an example, the left group 38, it is made up of two, as labeled *A*, and *B*, of the spray holes 25 designed to aim at target spots \times , as labeled *A* and *B*, defined on the area 28 of the heads 15 of the left intake valve 150, respectively. Of the spray holes 25, one, as labeled *B*, is designed to produce and orient a jet of fuel to the target spot *B* defined closer to the center of the combustion chamber 12 and to have a larger diameter. The other one spray hole 25, as labeled *A*, is designed to produce and orient a jet of fuel to the target spot *A* defined far from the center of the combustion chamber 12 and to have a smaller diameter. The same is, as can be seen from the drawings, true for the right group 39.

[0065] Figs. 19(a) and 19(b) show the second modification of the fuel injection valve 18, as described above, in which the spray plate 24 has a total of six spray holes 25 formed therein.

[0066] Specifically, taking, as an example, the left group 38, it has three, as labeled *A*, *B*, and *C*, of the spray holes 25 which are designed to aim at target spots \times , as

labeled *A*, *B*, and *C*, defined on the area 25 of the head 15 of the left intake valve 150, respectively. Of the spray holes 25, one, as labeled *C*, is designed to produce and orient a jet of fuel to the target spot *C* defined on the right side of the stem 26 and to have a larger diameter. The other two spray hole 25, as labeled *A* and *B*, are designed to produce and orient jets of fuel to the target spots *A* and *B* defined on the left side of the stem 26 and to have a smaller diameter. The same is, as can be seen from the drawings, true for the right group 39.

[0067] The spray holes 25 of the fuel injection valve 18, as illustrated in Figs. 17(a) and 17(b), Figs. 18(a) and 18(b), and Figs. 19(a) and 19(b), are designed to produce sprays of fuel so that they hit on the areas 28 of the intake valves 15 and have, like the fourth embodiment, the maximum flow rate in narrow ranges defined around lines (i.e., the lines 33 and 34 in Fig. 11) extending between the centers of the first and second groups 38 and 39 (i.e., the center lines of streams of spray of fuel) and the base ends of the stems 26 of the intake valves 150. This causes most of fuel sprayed to each of the intake valves 15 to hit on the stem 26 without directly entering the combustion chamber 12.

[0068] The fuel injection valve 18 of the seventh embodiment may be designed to jet the fuel onto the areas 28a and 28b of the intake valves 15, as defined in the second embodiment and also have the air assist feature or the heating feature, as discussed in the third embodiment.

[0069] The fuel injection valve 18 according to the eighth embodiment of the invention will be described with reference to Figs. 20 and Figs. 21 (a), 22(b), and 21(c) which is similar to the first embodiment except as referred to below.

[0070] The fuel injection valve 18 is designed to spray the fuel, as clearly shown in Figs. 20 and 21 (a), to an inner peripheral area 210 and an outer peripheral area 220 of the surface of each of the heads 15 of the intake valves 150. The inner and outer peripheral areas 210 and 220 are demarcated by a reference circle 40 defined around the center (i.e., an intersection between the boundary line 27 and the longitudinal center line 300 of the stem 26) of the head 15 of each of the intake valves 150. The reference circle 40 has a diameter that is half a diameter *D* of a circular area derived by omitting an outermost annular area 46 from an entire surface area of the head 15 of the intake valve 150. The annular area 46 is an area on the head 15 of the intake valve 150 which works as a seat that is to abut an open end of the inner wall of the intake manifold 17 defining the intake port 13 when the intake valve 150 is closed. In other words, the annular area 46 is a peripheral portion of the surface of the head 15 of the intake valve 150 not exposed directly to the intake port 13 when the intake valve 150 is closed.

[0071] The fuel injection valve 18 has a plurality of spray holes 25 at least one of which is provided to aim at directing a jet of fuel to the inner peripheral area 210 and more than half of which are provided to aim at di-

recting jets of fuel to the outer peripheral area 220. The fuel injection valve 18 is, like the first embodiment, also designed to produce sprays of fuel, one for each of the intake ports 13, so that approximately 70% or more of the amount of each of the sprays of fuel per fuel injection hits on a corresponding one of the areas 28 of the heads 15 of the intake valves 150 when the fuel injection valve 18 is in the intake asynchronous injection mode.

[0072] The spray plate 24 of the fuel injection valve 18 may have a plurality of spray holes 25 arrayed in a pattern, as illustrated either in Fig. 21(b) or in Fig. 21(c). In the example of either of Fig. 21(b) and Fig. 21(c), the twelve spray holes 25 are, like the ones in Fig. 12, broken down into the left and right groups 38 and 39 and designed to produce and orient jets of fuel to target spots \times on the surfaces of the heads 15 of the right and left intake valves 150.

[0073] Taking, as an example, the left group 38, outer two, as labeled *B* and *D*, of the six spray holes 25 are geometrically designed to produce and orient jets of fuel to the target spots *B* and *D* defined in the inner peripheral area 210 of the head 15 of the left intake valve 150. Other four, as labeled *A*, *C*, *E*, and *F*, of the spray holes 25 are geometrically designed to produce and orient jets of fuel to the target spots *A*, *C*, *B*, and *F* defined in the outer peripheral area 220 of the head 15 of the left intake valve 150. The same is, as can be seen from the drawings, true for the right group 39.

[0074] Each of the left and right groups 38 and 39 may alternatively, as illustrated in Figs. 22(a) and 22(b), have one, as labeled *D*, of the spray holes 25 which is designed to produce and orient a jet of fuel to the target spot *D* defined on the reference circular 40 defining the boundary between the inner and outer peripheral areas 210 and 220.

[0075] Figs. 23(a) and 23(b) show another modification of the spray plate 24 of the fuel injection valve 18, as described above.

[0076] The spray plate 24, as clearly illustrated in Fig. 23(b), has a total of ten spray holes 25 which are broken down into the right and left groups 38 and 39.

[0077] Taking, as an example, the left group 38, one, as labeled *B*, of the five spray holes 25 is designed to produce and orient a jet of fuel to the inner peripheral area 210 of the head 15 of the intake valve 150. The other four spray holes 25, as labeled *A*, *C*, *D*, and *E*, are designed to produce and orient jets of fuel to the outer peripheral area 220.

[0078] Figs. 24(a) and 24(b) show a further modification of the spray plate 24 of the fuel injection valve 18, as described above.

[0079] The spray plate 24, as clearly illustrated in Fig. 24(b), has a total of eight spray holes 25 which are broken down into the right and left groups 38 and 39.

[0080] Taking, as an example, the left group 38, one, as labeled *B*, of the four spray holes 25 is designed to produce and orient a jet of fuel to the inner peripheral area 210 of the head 15 of the intake valve 150. The

other three spray holes 25, as labeled *A*, *C*, and *D*, are designed to produce and orient jets of fuel to the outer peripheral area 220.

[0081] Figs. 25(a) and 25(b) show a still further modification of the spray plate 24 of the fuel injection valve 18, as described above.

[0082] The spray plate 24, as clearly illustrated in Fig. 25(b), has a total of six spray holes 25 which are broken down into the right and left groups 38 and 39.

[0083] Taking, as an example, the left group 38, one, as labeled *B*, of the four spray holes 25 is designed to produce and orient a jet of fuel to the inner peripheral area 210 of the head 15 of the intake valve 150. The other two spray holes 25, as labeled *A* and *C*, are designed to produce and orient jets of fuel to the outer peripheral area 220.

[0084] As apparent from the above discussion, the fuel injection valve 18 of this embodiment works to spray a large amount of fuel to a peripheral portion of the area 28 on the surface of the head 15 of each of the intake valves 150, thereby minimizing wetting of the inner wall of the intake ports 13 with fuel in the intake asynchronous injection mode. This facilitates entrance of much fuel staying on the heads 15 of the intake valves 150 into the combustion chamber 12 upon start of the intake synchronous injection mode. Further, in the intake synchronous injection mode wherein the intake valves 150 are opened, and the fuel is sprayed into the combustion chamber 12, air flows in the intake ports 13, as described above, cause streams of the fuel to be shifted toward the exhaust valves 160. The fuel injection valve 18 of this embodiment, however, works to avoid great shifts of the streams of fuel toward the exhaust valves 160, thereby minimizing adhesion of the fuel to the inner wall of the combustion chamber 12 near the exhaust ports 14 during the intake synchronous injection mode and thus suppressing an increase in HC emissions.

[0085] The fuel injection valve 18 of the eighth embodiment may alternatively be designed to jet the fuel onto the areas 28a and 28b of the intake valves 15, as defined in the second embodiment and also have the air assist feature or the heating feature, as discussed in the third embodiment.

[0086] The fuel injection valve 18 according to the ninth embodiment of the invention will be described with reference to Figs. 26(a) to 29(b) which is similar to the first embodiment except as referred to below.

[0087] The fuel injection valve 18 of this embodiment is so designed that all the spray holes 25 produce and orient jets of fuel to inside ranges between the reference boundary line 27, as defined above, extending through the centers of the base ends of the stems 26 of the intake valves 150 and reference lines 45, one defined for each of the intake valves 150. Each of the reference lines 45 is a line extending parallel to the reference boundary line 27 and tangent to the perimeter of an area, as painted black in the drawing, on the surface of the head 15 of a corresponding one of the intake valves 150 which is in-

terrupted by the inner wall of the intake port 13 so that it is invisible from the center of a fuel jetting from the fuel injection valve 18. Figs. 26(a) and 27(a) illustrate an example in which the areas on the heads 15 of the intake valves 150 interrupted by the inner walls of the right and left intake ports 13 are different in size from each other due to, for example, the location of the fuel injection valve 18 and/or the three-dimensional shape of the intake manifold 17.

[0088] The fuel injection valve 18 of this embodiment is, like the first embodiment, also designed to produce sprays of fuel, one for each of the intake ports 13, so that approximately 70% or more of the amount of each of the sprays of fuel per fuel injection hits on a corresponding one of the areas 28 of the heads 15 of the intake valves 150 when the fuel injection valve 18 is in the intake asynchronous injection mode.

[0089] The spray plate 24 of the fuel injection valve 18 may have a plurality of spray holes 25 arrayed in a pattern, as illustrated in, for example, any one of Fig. 26(b), 27(b), 28(b), and 29(b). Figs. 27(a) to 27(c) illustrate the case where the spray plate 24 has a total of six spray holes 25. Figs. 28(a) to 28(c) illustrate the case where the spray plate 24 has a total of eight spray holes 25. Figs. 29(a) to 29(c) illustrate the case where the spray plate 24 has a total of ten spray holes 25.

[0090] In the case of Figs. 26(a) to 26(c), the spray holes 25 are, like the ones in Fig. 12, broken down into the left and right groups 38 and 39 and designed to produce and orient jets of fuel to target spots *X* on the surfaces of the heads 15 of the right and left intake valves 150. Specifically, taking, as an example, the left group 38, all the two spray holes 25, as labeled *A* and *B*, are geometrically designed to produce and orient jets of fuel to the target spots *A* and *B* defined in the range between the reference lines 27 and 46 within the area 28. The same is, as can be seen from the drawing, true for to the right group 39.

[0091] The fuel injection valve 18 of this embodiment works to spray a large amount of fuel to the area 28 on the surface of the head 15 of each of the intake valves 150 close to the bottom wall of the intake manifold 17 without wetting portions of the inner wall of the intake manifold 17 with much fuel in the intake asynchronous injection mode. This facilitates entrance of much fuel staying on the heads 15 of the intake valves 150 into the combustion chamber 12 upon start of the intake synchronous injection mode. Further, in the intake synchronous injection mode wherein the intake valves 150 are opened, and the fuel is sprayed into the combustion chamber 12, air flows in the intake ports 13, as described above, cause streams of the fuel to be shifted toward the exhaust valves 160. The fuel injection valve 18 of this embodiment, however, works to avoid great shifts of the streams of fuel toward the exhaust valves 160, thereby minimizing adhesion of the fuel to the inner wall of the combustion chamber 12 near the exhaust ports 14 during the intake synchronous injection mode and thus suppressing an in-

crease in HC emissions.

[0092] The fuel injection valve 18 of the ninth embodiment may alternatively be designed to jet the fuel onto the areas 28a and 28b of the intake valves 15, as defined in the second embodiment and also have the air assist feature or the heating feature, as discussed in the third embodiment.

[0093] The fuel injection valve 18 according to the tenth embodiment will be described below with reference to Figs. 30(a) and 30(b) which is similar to the first embodiment except as referred to below.

[0094] When distances between the centers of fuel jettings from the fuel injection valve 18 and the right and left intake ports 13 (i.e., the surfaces of the heads 15 of the intake valves 150) are different from each other or the right and left intake ports 13 are different in shape or size from each other, it may cause sprays of fuel entering the combustion chamber 12 from the right and left intake ports 13 to differ from each other in flow rate of fuel per fuel injection cycle, thereby resulting nonuniformity in distribution of the fuel within the combustion chamber 12 which leads to misfire or deterioration of exhaust emissions of the engine 11.

[0095] In order to avoid the above problem, the fuel injection valve 18 of this embodiment is designed to have a plurality of spray holes 25 one or some of which are shaped to produce jets of fuel different in flow rate from the others. The fuel injection valve 18 is, like the first embodiment, also designed to produce sprays of fuel, one for each of the intake ports 13, so that approximately 70% or more of the amount of each of the sprays of fuel per fuel injection hits a corresponding one of the areas 28 of the heads 15 of the intake valves 150 when the fuel injection valve 18 is in the intake asynchronous injection mode.

[0096] Fig. 30(b) illustrates an example wherein the spray plate 24 of the fuel injection valve 18 has a total of twelve spray holes 25 and is designed to produce a spray of fuel for a right one of the intake ports 13, as viewed in the drawing, which is greater in amount or flow rate per fuel injection cycle than that for a left one of the intake ports 13. Specifically, three, as painted black, of the spray holes 25 of the right group 39 have a diameter greater than that of the spray holes 25 of the left group 38 to spray fuel to the area 28 of the head 15 of the right intake valve 150 which is greater in amount or flow rate than that sprayed from the left group 38.

[0097] The fuel injection valve 18 of the tenth embodiment may alternatively be designed to jet the fuel onto the areas 28a and 28b of the intake valves 15, as defined in the second embodiment and also have the air assist feature or the heating feature, as discussed in the third embodiment.

[0098] The fuel injection valve 18 according to the eleventh embodiment will be described below with reference to Fig. 31 which is a modification of the tenth embodiment. Specifically, the fuel injection valve 18 of this embodiment is designed to have one of the left and right groups 38

and 39 that is greater in number of the spray holes 25 to spray fuel to the area 28 of a preselected one of the intake valves 150 which is greater in amount or flow rate than that sprayed from the other.

[0099] Other arrangements are identical with those in the tenth embodiment.

[0100] While the present invention has been disclosed in terms of the preferred embodiments in order to facilitate better understanding thereof, it should be appreciated that the invention can be embodied in various ways as defined by the scope of the appended claims.

[0101] For instance, the fuel injection valve 18 of any one of the above embodiments may be employed in internal combustion engines equipped with one or more than two intake valves for each cylinder. The number or layout of the spray holes 25 formed in the spray plate 24 are not limited to that, as described in each of the embodiments.

Claims

1. Internal combustion engine with a fuel injector (18) comprising:

an injector body (21) having a fuel outlet (23); and

a spray hole (25) formed in the fuel outlet (23), wherein said spray hole (25) being geometrically designed to produce a spray of fuel in a predetermined pattern so that substantially 70% or more of a total amount of the spray hits a preselected area on a surface of a head (15) of an intake valve (150) of an engine (11) when the intake valve (150) is closed, the preselected area being one of a first and a second area (28, 29; 28a, 29a) on the surface of the head (15) of the intake valve (150) which are defined by a reference boundary line (27; 27a, 27b) extending through the center of a joint of the head (15) of the intake valve (150) with a stem (26) of the intake valve (150), the first area (28; 28a) being closer to an intake manifold (17) of the engine (11), the second area (29; 29a) being closer to an exhaust valve of the engine (11), the preselected area being the first area (28; 28a), wherein a pattern defined on the surface of the head (15) of the intake valve (150) by the spray of fuel emitted from said spray hole (25) is an oval pattern having a first and a second length, the first length extending in a direction projected by a direction in which the spray of fuel is emitted from the spray hole (25) on the surface of the head (15) of the intake valve (150), the second length extending perpendicular to the direction of the first length and being longer than the first length,

characterized in that

- a plurality of spray holes (25) is formed in the fuel outlet (23), and wherein the predetermined pattern of the spray of fuel is established by setting at least one of a layout of the spray holes (25) at the fuel outlet (23), an angular direction in which a jet of the fuel is outputted from each of the spray holes (25), a diameter of each of the spray holes (25), and a pitch between adjacent two of target spots on the preselected area of the head (15) of the intake valve (150) each of which one of the spray holes (25) aims at directing a central portion of the jet of fuel which is the greatest in flow rate of fuel.
2. The internal combustion engine with the fuel injector as set forth in claim 1, wherein the plurality of spray holes (25) comprises six, eight, ten or twelve spray holes (25) which are formed on a spray plate (24).
 3. The internal combustion engine with the fuel injector as set forth in claim 1, wherein if the surface of the head (15) of the intake valve (150) is broken down into an inner peripheral area (210) and an outer peripheral area (220) demarcated by a reference circle (40) which is defined around a center of the head (15) of the intake valves (150) and has a diameter that is half a diameter of a circular area derived by omitting, from an entire surface area of the head (15) of the intake valve (150), an outermost annular area (46) that is an area on the head (15) of the intake valve (150) which works as a seat that is to abut an open end of an inner wall of the intake manifold (17) defining the intake port (13) when the intake valve (150) is closed, at least one of said spray holes (25) is designed to aim at producing and directing a jet of fuel to the inner peripheral area (210), while more than half of all said spray holes (25) are provided to aim at directing jets of fuel to the outer peripheral area (220).
 4. The internal combustion engine with the fuel injector as set forth in claim 1, wherein all said spray holes (25) are geometrically designed to produce and orient jets of fuel to inside ranges between the reference boundary line (27) and a reference line (45) which extends parallel to the reference boundary line (27) and tangent to a perimeter of an area on the surface of the head (15) of the intake valves (150) which is interrupted by an inner wall of the intake port (13) so that the area is invisible from a center of a fuel jetting from the fuel outlet (23).
 5. The internal combustion engine with the fuel injector as set forth in claim 1, wherein said spray holes (25) are geometrically designed to produce two sprays of fuel, one for each of two inlet ports of a combustion chamber (12) in a cylinder of the engine (11) which are selectively closed by heads (15) of intake valves (150), respectively.
 6. The internal combustion engine with the fuel injector as set forth in claim 5, wherein each of the heads (15) of the intake valves (150) has the preselected area, the preselected area of a left one of the heads (15) of the intake valves (150), as viewed from the fuel outlet (23) of said injector body, being delimited by said reference boundary line (27a) that is located at an angular interval 10 DEG to 30 DEG away from a reference line (27) in a clockwise direction, as viewed from the fuel outlet (23), the preselected area of a right one of the heads (15) of the intake valves (150), as viewed from the fuel outlet (23) of said injector body, being delimited by said reference boundary line (27b) that is located at an angular interval 10 DEG to 30 DEG away from a reference line (27) in a counterclockwise direction, as viewed from the fuel outlet (23).
 7. The internal combustion engine with the fuel injector as set forth in claim 5, wherein the spray holes (25) are formed by a first group (38) and a second group (39), each of the first and second groups (38, 39) being so designed to produce the spray of fuel for one of the intake ports (13) of the combustion chamber (12) of the engine (11) that a portion of the spray has a maximum flow rate within a range defined around a line (33, 34) extending between the joint of the head (15) of the intake valve (150) with the stem (26) of the intake valve (150) and a center (31, 32) of a fuel jetting of a corresponding one of the first and second groups (38, 39).
 8. The internal combustion engine with the fuel injector as set forth in claim 6, wherein the spray holes (25) are formed by a first group (38) and a second group (39), each of the first and second groups (38, 39) being so designed to produce the spray of fuel for one of the intake ports (13) of the combustion chamber (12) of the engine (11) that a portion of the spray has a maximum flow rate within a range defined around a line (33, 34) extending between the joint of the head (15) of the intake valve (150) with the stem (26) of the intake valve (150) and a center (31, 32) of a fuel jetting of a corresponding one of the first and second groups (38, 39).
 9. The internal combustion engine with the fuel injector as set forth in claim 7, wherein the first group (38) of the spray holes (25) is designed to produce and orient the spray of fuel to the head (15) of a left one of the intake valves (150), as viewed from the fuel outlet (23), and the second group (39) of the spray holes (25) is designed to produce and orient the spray of fuel to the head (15) of a right one of the intake valves (150), and wherein the first group (38) has ones of the spray holes (25) which are provided to aim at a

right side of the preselected area, as viewed from the fuel outlet (23), and greater in number than remaining ones of the spray holes (25), and the second group (39) has ones of the spray holes (25) which is provided to aim at a left side of the preselected area, as viewed from the fuel outlet (23), and greater in number than remaining ones of the spray holes (25).

- 10. The internal combustion engine with the fuel injector as set forth in claim 8, wherein the first group (38) of the spray holes (25) is designed to produce and orient the spray of fuel to the head (15) of a left one of the intake valves (150), as viewed from the fuel outlet (23), and the second group (39) of the spray holes (25) is designed to produce and orient the spray of fuel to the head (15) of a right one of the intake valves (150), and wherein the first group has ones of the spray holes (25) which are provided to aim at a right side of the preselected area, as viewed from the fuel outlet (23), and greater in number than remaining ones of the spray holes (25), and the second group (39) has ones of the spray holes (25) which is provided to aim at a left side of the preselected area, as viewed from the fuel outlet (23), and greater in number than remaining ones of the spray holes (25).

- 11. The internal combustion engine with the fuel injector as set forth in claim 7, wherein the first group (38) of the spray holes (25) is designed to produce and orient the spray of fuel to the head (15) of a left one of the intake valves (150), as viewed from the fuel outlet (23), and the second group (39) of the spray holes (25) is designed to produce and orient the spray of fuel to the head (15) of a right one of the intake valves (150), and wherein the first group (38) has ones of the spray holes (25) which are provided to aim at producing and directing jets of the fuel to target spots defined on a right side of the preselected area, as viewed from the fuel outlet (23), at a spot-to-spot pitch shorter than that in remaining one of the spray holes (25), and the second group (39) has ones of the spray holes (25) which are provided to aim at producing and directing jets of the fuel to target spots defined on a left side of the preselected area, as viewed from the fuel outlet (23), at a spot-to-spot pitch shorter than that in remaining one of the spray holes (25).

- 12. The internal combustion engine with the fuel injector as set forth in claim 8, wherein the first group (38) of the spray holes (25) is designed to produce and orient the spray of fuel to the head (15) of a left one of the intake valves (150), as viewed from the fuel outlet (23), and the second group (39) of the spray holes (25) being designed to produce and orient the spray of fuel to the head (15) of a right one of the intake valves (150), and wherein the first group (38) has ones of the spray holes (25) which are provided to

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aim at producing and directing jets of the fuel to target spots defined on a right side of the preselected area, as viewed from the fuel outlet (23), at a spot-to-spot pitch shorter than that in remaining one of the spray holes (25), and the second group (39) has ones of the spray holes (25) which are provided to aim at producing and directing jets of the fuel to target spots defined on a left side of the preselected area, as viewed from the fuel outlet (23), at a spot-to-spot pitch shorter than that in remaining one of the spray holes (25).

- 13. The internal combustion engine with the fuel injector as set forth in claim 7, wherein the first group (38) of the spray holes (25) is designed to produce and orient the spray of fuel to the head (15) of a left one of the intake valves (150), as viewed from the fuel outlet (23), and the second group (39) of the spray holes (25) being designed to produce and orient the spray of fuel to the head (15) of a right one of the intake valves (150), and wherein the first group (38) has ones of the spray holes (25) which are provided to aim at producing and directing jets of the fuel to a right side of the preselected area, as viewed from the fuel outlet (23), and greater in diameter than remaining one of the spray holes (25), and the second group (39) has ones of the spray holes (25) which are provided to aim at producing and directing jets of the fuel to a left side of the preselected area, as viewed from the fuel outlet (23), and greater in diameter than remaining one of the spray holes (25).

- 14. The internal combustion engine with the fuel injector as set forth in claim 8, wherein the first group (38) of the spray holes (25) is designed to produce and orient the spray of fuel to the head (15) of a left one of the intake valves (150), as viewed from the fuel outlet (23), and the second group (39) of the spray holes (25) being designed to produce and orient the spray of fuel to the head (15) of a right one of the intake valves (150), and wherein the first group (38) has ones of the spray holes (25) which are provided to aim at producing and directing jets of the fuel to a right side of the preselected area, as viewed from the fuel outlet (23), and greater in diameter than remaining one of the spray holes (25), and the second group (39) has ones of the spray holes (25) which are provided to aim at producing and directing jets of the fuel to a left side of the preselected area, as viewed from the fuel outlet (23), and greater in diameter than remaining one of the spray holes (25).

- 15. The internal combustion engine with the fuel injector as set forth in claim 1, wherein the plurality of spray holes (25) are broken down into a plurality of spray hole groups (38, 39) which work to produce the plurality of sprays of fuel, one for each of a plurality of inlet ports of a combustion chamber (12) in a cylinder

of the engine (11), and wherein the sprays of fuel are different in flow rate from each other.

16. The internal combustion engine with the fuel injector as set forth in claim 15, wherein one (39) of the spray hole groups, which is so selected as to produce one of the sprays of fuel greater in the flow rate, has at least one of the spray holes (25) which is greater in diameter than that in one (38) of the other spray hole groups (38, 39) which is so selected as to produce the spray of fuel smaller in the flow rate.
17. The internal combustion engine with the fuel injector as set forth in claim 15, wherein one (39) of the spray hole groups (38, 39), which is so selected as to produce one of the sprays of fuel greater in the flow rate, has ones of the spray holes (25) which are greater in number than that in one (38) of the other spray hole groups (38, 39) which is so selected as to produce the spray of fuel smaller in the flow rate.
18. An internal combustion engine with a fuel injector comprising:

an injector body having a fuel outlet (23); and a spray hole (25) formed in the fuel outlet (23), said spray hole (25) being geometrically designed to be controlled to emit a spray of fuel in a selected one of an intake synchronous injection mode in which the fuel is jetted into a cylinder of an engine (11) in synchronization with an intake stroke of a piston of the cylinder and an intake asynchronous injection mode in which the fuel is jetted into the cylinder during closing of an intake valve (150) regardless of stroke of the piston,

wherein in the intake asynchronous injection mode, the spray of fuel being emitted in a predetermined pattern so that substantially 70% or more of a total amount of the spray hits a preselected area on a surface of a head (15) of the intake valve (150) of the engine (11) when the intake valve (150) is closed, the preselected area being one of a first and a second area (28, 29; 28a, 29a) on the surface of the head (15) of the intake valve (150) which are defined by a reference boundary line extending through the center of a joint of the head (15) of the intake valve (150) with a stem (26) of the intake valve (150), the first area (28; 28a) being closer to an intake manifold (17) of the engine (11), the second area (29; 29a) being closer to an exhaust valve of the engine (11), the preselected area being the first area (28; 28a),

wherein a pattern defined on the surface of the head (15) of the intake valve (150) by the spray of fuel emitted from said spray hole (25) in the intake asynchronous injection mode is an oval

pattern having a first and a second length, the first length extending in a direction projected by a direction in which the spray of fuel is emitted from the spray hole (25) on the surface of the head (15) of the intake valve (150), the second length extending perpendicular to the direction of the first length and being longer than the first length,

characterized in that

a plurality of spray holes (25) is formed in the fuel outlet (23), and wherein the predetermined pattern of the spray of fuel is established by setting at least one of a layout of the spray holes (25) at the fuel outlet (23), an angular direction in which a jet of the fuel is outputted from each of the spray holes (25), a diameter of each of the spray holes (25), and a pitch between adjacent two of target spots on the preselected area of the head (15) of the intake valve (150) each of which one of the spray holes (25) aims at directing a central portion of the jet of fuel which is the greatest in flow rate of fuel.

25 **Patentansprüche**

1. Brennkraftmaschine mit einem Kraftstoffinjektor (18), der folgendes aufweist:

einen Injektorkörper (21) mit einem Kraftstoffauslass (23); und ein Sprühloch (25), das in dem Kraftstoffauslass (23) ausgebildet ist,

wobei das Sprühloch (25) geometrisch gestaltet ist, um einen Sprühnebel von Kraftstoff in einem vorbestimmten Muster derart zu erzeugen, dass im Wesentlichen 70% oder mehr einer Gesamtmenge des Sprühnebels einen vorausgewählten Bereich auf einer Fläche eines Kopfes (15) eines Einlassventils (150) einer Maschine (11) trifft, wenn das Einlassventil (150) geschlossen ist, wobei der vorausgewählte Bereich einer von einem ersten und einem zweiten Bereich (28; 29; 28a, 29a) auf der Fläche des Kopfes (15) des Einlassventils (150) ist, die durch eine Referenzgrenzlinie (27; 27a, 27b) definiert sind, die sich durch eine Mitte einer Verbindung des Kopfes (15) des Einlassventils (150) mit einem Schaft (26) des Einlassventils (150) erstreckt, wobei der erste Bereich (28; 28a) näher an einem Einlasskrümmer (17) der Maschine (11) ist, wobei der zweite Bereich (29, 29a) näher an einem Auslassventil der Maschine (11) ist, wobei der vorausgewählte Bereich der erste Bereiche (28; 28a) ist,

wobei ein Muster, das auf der Fläche des Kopfes (15) des Einlassventils (150) durch den Sprühnebel von Kraftstoff definiert ist, der von dem

Sprühloch (25) ausgegeben wird, ein ovales Muster mit einer ersten und einer zweiten Länge ist, wobei die erste Länge sich in einer Richtung erstreckt, die durch eine Richtung projiziert wird, in der der Sprühnebel von Kraftstoff vom dem Sprühloch (25) auf die Fläche des Kopfes (15) des Einlassventils (150) ausgegeben wird, wobei die zweite Länge sich senkrecht zu der Richtung der ersten Länge erstreckt und länger als die erste Länge ist,

dadurch gekennzeichnet, dass

eine Vielzahl von Sprühdüsen (25) in dem Kraftstoffauslass (23) ausgebildet ist, und wobei das vorbestimmte Muster des Sprühnebels von Kraftstoff durch ein Einstellen von zumindest einem von einem Layout der Sprühdüsen (25) an dem Kraftstoffauslass (23), einer Winkelrichtung, in der ein Strahl des Kraftstoffes von jedem von den Sprühdüsen (25) ausgegeben wird, einem Durchmesser von jedem der Sprühdüsen (25) und einem Abstand zwischen benachbarten zwei Zielpunkten auf dem vorausgewählten Bereich des Kopfes (15) des Einlassventils (150) etabliert wird, von denen jedes von den Sprühdüsen (25) auf ein Ausrichten eines zentralen Abschnitts des Kraftstoffstrahls, der der größte in einer Strömungsrate des Kraftstoffes ist, abzielt.

2. Brennkraftmaschine mit dem Kraftstoffinjektor nach Anspruch 1, wobei die Vielzahl von Sprühdüsen (25) sechs, acht, zehn oder zwölf Sprühdüsen (25) aufweist, die auf einer Sprühnebelplatte (24) ausgebildet sind.
3. Brennkraftmaschine mit dem Kraftstoffinjektor nach Anspruch 1, wobei dann, wenn die Fläche des Kopfes (15) des Einlassventils (150) in einen Innenumfangsbereich (210) und einen Außenumfangsbereich (220) aufgeschlüsselt wird, die durch einen Referenzkreis (40) getrennt sind, der um eine Mitte des Kopfes (15) des Einlassventils (150) herum definiert ist und einen Durchmesser hat, der eine Hälfte eines Durchmessers eines kreisförmigen Bereichs ist, der durch ein Weglassen eines äußersten ringförmigen Bereichs (46) erlangt wird, der ein Bereich an dem Kopf (15) des Einlassventils (150) ist, der als ein Sitz dient, der zum Anliegen an einem offenen Ende einer Innenwand des Einlasskrümmers (17) ist, der den Einlassanschluss (13) definiert, wenn das Einlassventil (150) geschlossen ist, von einem gesamten Flächenbereich des Kopfes (15) des Einlassventils (150), zumindest eines von den Sprühdüsen (25) gestaltet ist, um ein Erzeugen und Ausrichten eines Kraftstoffstrahls zu dem Innenumfangsbereich (210) zu erzielen, während mehr als eine Hälfte von all den Sprühdüsen (25) vorgesehen ist, um ein Ausrichten von Kraftstoffstrahlen auf den Außenumfangsbe-

reich (220) zu erzielen.

4. Brennkraftmaschine mit dem Kraftstoffinjektor nach Anspruch 1, wobei all die Sprühdüsen (25) geometrisch gestaltet sind, um Kraftstoffstrahlen zu inneren Bereichen zwischen der Referenzgrenzlinie (27) und einer Referenzlinie (45) zu erzeugen und zu orientieren, die sich parallel zu der Referenzgrenzlinie (27) erstreckt und tangential zu einem Perimeter eines Bereichs der Fläche des Kopfes (15) des Einlassventils (150) ist, der durch eine Innenwand des Einlassanschlusses (13) derart unterbrochen wird, dass der Bereich von einer Mitte eines Kraftstoffes aus, der von dem Kraftstoffauslass (23) ausgesprüht wird, unsichtbar ist.
5. Brennkraftmaschine mit dem Kraftstoffinjektor nach Anspruch 1, wobei die Sprühdüsen (25) geometrisch gestaltet sind, um zwei Kraftstoffsprühnebel zu erzeugen, einen für jeden von zwei Einlassanschlüssen einer Brennkammer (12), in einem Zylinder der Maschine (11), die wahlweise jeweils durch Köpfe (15) von Einlassventilen (150) geschlossen werden.
6. Brennkraftmaschine mit dem Kraftstoffinjektor nach Anspruch 5, wobei jeder von den Köpfen (15) der Einlassventile (150) den vorausgewählten Bereich hat, wobei der vorausgewählte Bereich eines linken von den Köpfen (15) der Einlassventile (150), wenn von dem Kraftstoffauslass (23) des Injektorkörpers aus gesehen, durch die Referenzgrenzlinie (27a) begrenzt wird, die sich in einem Winkelintervall von 10° bis 30° weg von einer Referenzlinie (27) in einer Uhrzeigersinnrichtung befindet, wenn von dem Kraftstoffauslass (23) aus betrachtet, wobei der vorausgewählte Bereich eines rechten von den Köpfen (15) der Einlassventile (150), wenn von dem Kraftstoffauslass (23) des Injektorkörpers aus betrachtet wird, durch die Referenzgrenzlinie (27b) begrenzt wird, die sich in einem Winkelintervall von 10° bis 30° weg von einer Referenzlinie (27) in einer Gegenuhrzeigersinnrichtung befindet, wenn von dem Kraftstoffauslass (23) aus betrachtet.
7. Brennkraftmaschine mit dem Kraftstoffinjektor nach Anspruch 5, wobei die Sprühdüsen (25) durch eine erste Gruppe (38) und eine zweite Gruppe (39) ausgebildet sind, wobei jede von der ersten und zweiten Gruppe (38, 39) derart gestaltet ist, um den Kraftstoffsprühnebel für einen von den Einlassanschlüssen (13) der Brennkammer (12) der Maschine (11) zu erzeugen, dass ein Teil des Sprühnebels eine maximale Strömungsrate innerhalb eines Bereichs hat, der um eine Linie (33, 34) herum definiert ist, die sich zwischen der Verbindung des Kopfes (15) des Einlassventils (150) mit dem Schaft (26) des Einlassventils (150) und einer Mitte (31, 32) eines Kraftstoffes erstreckt, der von einer entsprechenden von

der ersten und zweiten Gruppe (38, 39) ausgestoßen wird.

8. Brennkraftmaschine mit dem Kraftstoffinjektor nach Anspruch 6, wobei die Sprühhöcher (25) durch eine erste Gruppe (38) und eine zweite Gruppe (39) ausgebildet sind, wobei jede von der ersten und zweiten Gruppe (38, 39) derart gestaltet ist, um den Kraftstoffsprühnebel für einen von den Einlassanschlüssen (13) der Brennkammer (12) der Maschine (11) zu erzeugen, dass ein Teil des Sprühnebels eine maximale Strömungsrate innerhalb eines Bereichs hat, der um eine Linie (33, 34) herum definiert ist, die sich zwischen der Verbindung des Kopfes (15) des Einlassventils (150) mit dem Schaft (26) des Einlassventils (150) und einer Mitte (31, 32) eines Kraftstoffs erstreckt, der von einer entsprechenden von der ersten und zweiten Gruppe (38, 39) ausgestoßen wird.
9. Brennkraftmaschine mit dem Kraftstoffinjektor nach Anspruch 7, wobei die erste Gruppe (38) der Sprühhöcher (25) gestaltet ist, um den Kraftstoffsprühnebel zu dem Kopf (15) von einem linken von den Einlassventilen (150) zu erzeugen und zu orientieren, wenn von dem Kraftstoffauslass (33) aus betrachtet, und die zweite Gruppe (39) der Sprühhöcher (25) gestaltet ist, um den Kraftstoffsprühnebel zu dem Kopf (15) eines rechten von den Einlassventilen (150) zu erzeugen und zu orientieren, und wobei die erste Gruppe (38) Sprühhöcher (25) hat, welche vorgesehen sind, um zu einer rechten Seite des vorausgewählten Bereichs zu zielen, wenn von dem Kraftstoffauslass (23) aus betrachtet, und in einer Anzahl größer als die verbleibenden Sprühhöcher (25) sind, und wobei die zweite Gruppe (39) Sprühhöcher (25) hat, die vorgesehen sind, um auf eine linke Seite des vorausgewählten Bereichs zu zielen, wenn von dem Kraftstoffauslass (23) aus betrachtet, und die in einer Anzahl größer als die verbleibenden Sprühhöcher (25) sind.
10. Brennkraftmaschine mit dem Kraftstoffinjektor nach Anspruch 8, wobei die erste Gruppe (38) der Sprühhöcher (25) gestaltet ist, um den Kraftstoffsprühnebel zu dem Kopf (15) eines linken von den Einlassventilen (150) zu erzeugen und zu orientieren, wenn von dem Kraftstoffauslass (23) aus betrachtet, und die zweite Gruppe (39) der Sprühhöcher (25) gestaltet ist, um den Kraftstoffsprühnebel zu dem Kopf (15) eines rechten von den Einlassventilen (150) zu erzeugen und zu orientieren, und wobei die erste Gruppe Sprühhöcher (25) hat, die vorgesehen sind, um zu einer rechten Seite des vorausgewählten Bereichs zu zielen, wenn von dem Kraftstoffauslass (23) aus betrachtet, und in einer Anzahl größer als verbleibende Sprühhöcher (25) sind, und die zweite Gruppe (39) Sprühhöcher (25) hat, die vorgesehen
- sind, um zu einer linken Seite des vorausgewählten Bereichs zu zielen, wenn von dem Kraftstoffauslass (23) aus betrachtet, und in einer Anzahl größer die verbleibenden Sprühhöcher (25) sind.
11. Brennkraftmaschine mit dem Kraftstoffinjektor nach Anspruch 7, wobei die erste Gruppe (38) der Sprühhöcher (25) gestaltet ist, um den Kraftstoffsprühnebel zu dem Kopf (15) eines linken von den Einlassventilen (150) zu erzeugen und zu orientieren, wenn von dem Kraftstoffauslass (23) aus betrachtet, und die zweite Gruppe (39) der Sprühhöcher (25) gestaltet ist, um den Kraftstoffsprühnebel zu dem Kopf (15) eines rechten von den Einlassventilen (150) zu erzeugen und zu orientieren, und wobei die erste Gruppe (38) Sprühhöcher (25) hat, die vorgesehen sind, um ein Erzeugen und Ausrichten von Kraftstoffstrahlen zu Zielpunkten zu erzielen, die auf einer rechten Seite des vorausgewählten Bereichs definiert sind, wenn von dem Kraftstoffauslass (23) aus betrachtet, bei einem Punkt-zu-Punkt-Abstand kürzer als jener bei verbleibenden Sprühhöchern (25), und die zweite Gruppe (39) Sprühhöcher (25) hat, die vorgesehen sind, um ein Erzeugen und Ausrichten von Kraftstoffstrahlen zu Sollpunkten zu erzielen, die auf einer linken Seite des vorausgewählten Bereichs definiert sind, wenn von dem Kraftstoffauslass (23) aus betrachtet, bei einem Punkt-zu-Punkt-Abstand kürzer als jener bei den verbleibenden Sprühhöchern (25).
12. Brennkraftmaschine mit dem Kraftstoffinjektor nach Anspruch 8, wobei die erste Gruppe (38) der Sprühhöcher (25) gestaltet ist, um den Kraftstoffsprühnebel zu dem Kopf (15) eines linken von den Einlassventilen (150) zu erzeugen und zu orientieren, wenn von dem Kraftstoffauslass (23) aus betrachtet, und die zweite Gruppe (39) der Sprühhöcher (25) gestaltet ist, um den Kraftstoffsprühnebel zu dem Kopf (15) eines rechten von den Einlassventilen (150) zu erzeugen und zu orientieren, und wobei die erste Gruppe (38) Sprühhöcher (25) hat, die vorgesehen sind, um ein Erzeugen und Ausrichten von Kraftstoffstrahlen auf Zielpunkte zu erzielen, die auf einer rechten Seite des vorausgewählten Bereichs definiert sind, wenn von dem Kraftstoffauslass (23) aus betrachtet, bei einem Punkt-zu-Punkt-Abstand kürzer als jener bei verbleibenden Sprühhöchern (25), und die zweite Gruppe (39) Sprühhöcher (25) hat, die vorgesehen sind, um ein Erzeugen und Ausrichten von Kraftstoffstrahlen zu Zielpunkten zu erzielen, die auf einer linken Seite des vorausgewählten Bereichs definiert sind, wenn von dem Kraftstoffauslass (23) aus betrachtet, bei einem Punkt-zu-Punkt-Abstand kürzer als jenem bei verbleibenden Sprühhöchern (25).
13. Brennkraftmaschine mit dem Kraftstoffinjektor nach Anspruch 7, wobei die erste Gruppe (38) der Sprühhöcher (25) gestaltet ist, um den Kraftstoffsprühnebel

- zu dem Kopf (15) eines linken von den Einlassventilen (150) zu erzeugen und zu orientieren, wenn von dem Kraftstoffauslass (23) aus betrachtet, und die zweite Gruppe (39) der Sprühhöcher (25) gestaltet ist, um den Kraftstoffsprühnebel zu dem Kopf (15) eines rechten von dem Einlassventil (150) zu erzeugen und zu orientieren, und wobei die erste Gruppe (38) Sprühhöcher (25) hat, die vorgesehen sind, um ein Erzeugen und Ausrichten der Kraftstoffstrahlen zu einer rechten Seite des vorausgewählten Bereichs zu erzielen, wenn von dem Kraftstoffauslass (23) aus betrachtet, und in einem Durchmesser größer als die verbleibenden Sprühhöcher (25) sind, und die zweite Gruppe (39) Sprühhöcher (25) hat, die vorgesehen sind, um ein Erzeugen und Ausrichten von Kraftstoffstrahlen zu einer linken Seite des vorausgewählten Bereichs zu erzielen, wenn von dem Kraftstoffauslass (23) aus betrachtet, und in einem Durchmesser größer als die verbleibenden Sprühhöcher (25) sind.
- 14.** Brennkraftmaschine mit dem Kraftstoffinjektor nach Anspruch 8, wobei die erste Gruppe (38) der Sprühhöcher (25) gestaltet ist, um den Kraftstoffsprühnebel zu dem Kopf (15) eines linken von den Einlassventilen (150) zu erzeugen und zu orientieren, wenn von dem Kraftstoffauslass (23) aus betrachtet, und die zweite Gruppe (39) der Sprühhöcher (25) gestaltet ist, um den Kraftstoffsprühnebel zu dem Kopf (15) eines rechten von den Einlassventilen (150) zu erzeugen und zu orientieren, und wobei die erste Gruppe (38) Sprühhöcher (25) hat, die vorgesehen sind, um ein Erzeugen und Ausrichten von Kraftstoffstrahlen zu einer rechten Seite des vorausgewählten Bereichs zu erzielen, wenn von dem Kraftstoffauslass (23) aus betrachtet, und in einem Durchmesser größer als verbleibende Sprühhöcher (25) sind, und die zweite Gruppe (39) Sprühhöcher (25) hat, die vorgesehen sind, um ein Erzeugen und Ausrichten von Kraftstoffstrahlen zu einer linken Seite des vorausgewählten Bereichs zu erzielen, wenn von dem Kraftstoffauslass (23) aus betrachtet, und in einem Durchmesser größer als verbleibende Sprühhöcher (25) sind.
- 15.** Brennkraftmaschine mit dem Kraftstoffinjektor nach Anspruch 1, wobei die Vielzahl von Sprühhöchern (25) in eine Vielzahl von Sprühlochgruppen (38, 39) aufgeschlüsselt wird, die dazu dienen, die Vielzahl von Kraftstoffsprühnebel zu erzeugen, einen für jeden von einer Vielzahl von Einlassanschlüssen einer Brennkammer (12) in einem Zylinder der Maschine (11), und wobei die Kraftstoffsprühnebel in einer Strömungsrate voneinander verschieden sind.
- 16.** Brennkraftmaschine mit dem Kraftstoffinjektor nach Anspruch 15, wobei eine (39) von den Sprühlochgruppen, welche so ausgewählt ist, um einen von den Kraftstoffsprühnebeln zu erzeugen, der in einer Strömungsrate größer ist, zumindest eines von den Sprühhöchern (25) hat, das in einem Durchmesser größer als jenes in einer (38) von den anderen Sprühlochgruppen (38, 39) ist, die so ausgewählt ist, um den Kraftstoffsprühnebel zu erzeugen, der in einer Strömungsrate kleiner ist.
- 17.** Brennkraftmaschine mit dem Kraftstoffinjektor nach Anspruch 15, wobei eine (39) von den Sprühlochgruppen (38, 39), die so ausgewählt ist, um einen von den Kraftstoffsprühnebeln zu erzeugen, der in einer Strömungsrate größer ist, Sprühhöcher (25) hat, welche in einer Anzahl größer als jene in einer (38) von den anderen Sprühlochgruppen (38, 39) ist, die so ausgewählt ist, um den Kraftstoffsprühnebel zu erzeugen, der in einer Strömungsrate kleiner ist.
- 18.** Brennkraftmaschine mit einem Kraftstoffinjektor, der folgendes aufweist:
- einen Injektorkörper mit einem Kraftstoffauslass (23); und
ein Sprühloch (25), das in dem Kraftstoffauslass (23) ausgebildet ist, wobei das Sprühloch (25) geometrisch gestaltet ist, um gesteuert zu werden, um einen Kraftstoffsprühnebel in einem ausgewählten von einem Einlasssynchroneinspritzmodus auszugeben, in dem der Kraftstoff in einem Zylinder einer Maschine (11) in Synchronität mit einem Einlasshub eines Kolbens des Zylinders ausgestoßen wird, und einem Einlassasynchroneinspritzmodus auszugeben, in dem der Kraftstoff in den Zylinder während eines Schließens eines Einlassventils (150) ungeachtet eines Hubs des Kolbens ausgestoßen wird, wobei in dem Einlassasynchroneinspritzmodus der Kraftstoffsprühnebel in einem vorbestimmten Muster derart ausgegeben wird, dass im Wesentlichen 70% oder mehr einer Gesamtmenge des Sprühnebels einen vorausgewählten Bereich auf eine Fläche eines Kopfes (15) des Einlassventils (150) der Maschine (11) trifft, wenn das Einlassventil (150) geschlossen ist, wobei der ausgewählte Bereich einer von einem ersten und einem zweiten Bereich (28, 29; 28a, 29a) auf der Fläche des Kopfes (15) des Einlassventils (150) ist, die durch eine Referenzgrenzlinie definiert sind, die sich durch die Mitte einer Verbindung des Kopfes (15) des Einlassventils (150) mit einem Schaft (26) des Einlassventils (150) erstreckt, wobei der erste Bereich (28; 28a) näher an einem Einlasskrümmer (17) der Maschine (11) ist, wobei der zweite Bereich (29; 29a) näher an einem Auslassventil der Maschine (11) ist, wobei der vorausgewählte Bereich der erste Bereich (28; 28a) ist, wobei ein Muster, das auf der Fläche des Kopfes

(15) des Einlassventils (150) durch den Kraftstoffsprühnebel definiert ist, der von dem Sprühloch (25) in dem Einlassasynchroneinspritzmodus ausgegeben wird, ein ovales Muster mit einer ersten und einer zweiten Länge ist, wobei die erste Länge sich in einer Richtung erstreckt, die durch eine Richtung projiziert wird, in der der Kraftstoffsprühnebel von dem Sprühloch (25) auf die Fläche des Kopfes (15) des Einlassventils (150) ausgegeben wird, wobei die zweite Länge sich senkrecht zu der Richtung der ersten Länge erstreckt und länger als die erste Länge ist,

dadurch gekennzeichnet, dass

eine Vielzahl von Sprühlöchern (25) in dem Kraftstoffauslass (23) ausgebildet ist und wobei das vorbestimmte Muster des Kraftstoffsprühnebels durch ein Einstellen von zumindest einem von einem Layout der Sprühlöcher (25) an dem Kraftstoffauslass (23), einer Winkelrichtung, in der ein Strahl des Kraftstoffs von jedem von den Sprühlöchern (25) ausgegeben wird, einem Durchmesser von jedem der Sprühlöcher (25) und einem Abstand zwischen benachbarten zwei von Zielpunkten auf dem vorausgewählten Bereich des Kopfes (15) des Einlassventils (150), wobei jedes von den Sprühlöchern (25) auf ein Ausrichten eines zentralen Abschnitts des Kraftstoffstrahls abzielt, der der Größte in einer Strömungsrate des Kraftstoffs ist.

Revendications

1. Moteur à combustion interne avec un injecteur de carburant (18) qui comprend :

un corps d'injecteur (21) muni d'une évacuation de carburant (23) ; et

un orifice de pulvérisation (25) formé dans l'évacuation de carburant (23),

dans lequel ledit orifice de pulvérisation (25) est conçu de manière géométrique afin de produire un jet de carburant selon un modèle prédéterminé de sorte que sensiblement 70% ou plus d'une quantité totale du jet pulvérisé atteigne une zone présélectionnée sur une surface d'une tête (15) d'une soupape d'admission (150) d'un moteur (11) lorsque la soupape d'admission (150) est fermée, la zone présélectionnée étant l'une d'une première et d'une seconde zone (28, 29 ; 28a, 29a) sur la surface de la tête (15) de la soupape d'admission (150), qui sont définies par une ligne de délimitation de référence (27 ; 27a, 27b) qui s'étend au centre d'une jonction de la tête (15) de la soupape d'admission (150) avec une tige (26) de la soupape d'admission

(150), la première zone (28 ; 28a) étant plus proche d'un collecteur d'admission (17) du moteur (11), la seconde zone (29 ; 29a) étant plus proche d'une soupape d'échappement du moteur (11), la zone présélectionnée étant la première zone (28 ; 28a),

dans lequel un motif défini sur la surface de la tête (15) de la soupape d'admission (150) par le jet de carburant émis par ledit orifice de pulvérisation (25) est un motif ovale qui présente une première et une seconde longueurs, la première longueur s'étendant dans une direction projetée par une direction dans laquelle le jet de carburant est émis par l'orifice de pulvérisation (25) sur la surface de la tête (15) de la soupape d'admission (150), la seconde longueur s'étendant perpendiculairement à la direction de la première longueur et étant plus longue que la première longueur,

caractérisé en ce que

une pluralité d'orifices de pulvérisation (25) est formée dans l'évacuation de carburant (23), et dans lequel le motif prédéterminé du jet pulvérisé de carburant est établi en réglant au moins l'un(e) d'une disposition des orifices de pulvérisation (25) au niveau de l'évacuation de carburant (23), d'une direction angulaire dans laquelle un jet de carburant est émis par chacun des orifices de pulvérisation (25), d'un diamètre de chacun des orifices de pulvérisation (25), et d'un pas entre deux des points cibles adjacents sur la zone présélectionnée de la tête (15) de la soupape d'admission (150), pour chacun desquels l'un des orifices de pulvérisation (25) vise à diriger une partie centrale du jet de carburant qui présente le débit de carburant le plus élevé.

2. Moteur à combustion interne avec l'injecteur de carburant selon la revendication 1, dans lequel la pluralité d'orifices de pulvérisation (25) comprend six, huit, dix ou douze orifices de pulvérisation (25) qui sont formés sur une plaque de pulvérisation (24).

3. Moteur à combustion interne avec l'injecteur de carburant selon la revendication 1, dans lequel, si la surface de la tête (15) de la soupape d'admission (150) est décomposée en une zone périphérique interne (210) et en une zone périphérique externe (220) séparées par un cercle de référence (40) qui est défini autour d'un centre de la tête (15) des soupapes d'admission (150) et présente un diamètre égal à la moitié de celui d'une zone circulaire dérivée en omettant, d'une surface entière de la tête (15) de la soupape d'admission (150), une zone annulaire la plus externe (46) qui est une zone située sur la tête (15) de la soupape d'admission (150) qui fonctionne comme un siège qui doit buter contre une extrémité ouverte d'une paroi interne du collecteur d'admission (17) qui définit l'orifice d'admission (13)

- lorsque la soupape d'admission (150) est fermée, au moins l'un desdits orifices de pulvérisation (25) est conçu pour produire et diriger un jet de carburant vers la zone périphérique interne (210), tandis que plus de la moitié de tous lesdits orifices de pulvérisation (25) sont prévus pour diriger les jets de carburant vers la zone périphérique externe (220).
4. Moteur à combustion interne avec l'injecteur de carburant selon la revendication 1, dans lequel tous lesdits orifices de pulvérisation (25) sont conçus de manière géométrique pour produire et orienter des jets de carburant vers des domaines intérieurs entre la ligne de délimitation de référence (27) et une ligne de référence (45) qui s'étend parallèlement à la ligne de délimitation de référence (27) et de manière tangentielle à un périmètre d'une zone sur la surface de la tête (15) des soupapes d'admission (150) qui est interrompue par une paroi interne de l'orifice d'admission (13) de sorte que la zone soit invisible depuis un centre d'un carburant projeté par l'évacuation de carburant (23).
 5. Moteur à combustion interne avec l'injecteur de carburant selon la revendication 1, dans lequel lesdits orifices de pulvérisation (25) sont conçus de manière géométrique afin de produire deux jets de carburant pulvérisé, un pour chacun des deux orifices d'admission d'une chambre de combustion (12) dans un cylindre du moteur (11) qui sont sélectivement fermés par les têtes (15) des soupapes d'admission (150), respectivement.
 6. Moteur à combustion interne avec l'injecteur de carburant selon la revendication 5, dans lequel chacune des têtes (15) des soupapes d'admission (150) présente la zone présélectionnée, la zone présélectionnée d'une tête de gauche (15) des soupapes d'admission (150), vue depuis l'évacuation de carburant (23) dudit corps d'injecteur, étant délimitée par ladite ligne de délimitation de référence (27a) qui est située à un intervalle angulaire de 10 à 30 degrés par rapport à une ligne de référence (27) dans le sens des aiguilles d'une montre, vue depuis l'évacuation de carburant (23), la zone présélectionnée d'une tête de droite (15) des soupapes d'admission (150), vue depuis l'évacuation de carburant (23) dudit corps d'injecteur, étant délimitée par ladite ligne de délimitation de référence (27b) qui est située à un intervalle angulaire de 10 à 30 degrés par rapport à une ligne de référence (27) dans le sens inverse des aiguilles d'une montre, vue depuis l'évacuation de carburant (23).
 7. Moteur à combustion interne avec l'injecteur de carburant selon la revendication 5, dans lequel les orifices de pulvérisation (25) sont formés par un premier groupe (38) et un second groupe (39), chacun du premier et du second groupes (38, 39) étant conçu pour produire le jet de carburant pulvérisé pour l'un des orifices d'admission (13) de la chambre de combustion (12) du moteur (11) de sorte qu'une partie du jet présente un débit maximal dans des limites définies autour d'une ligne (33, 34) qui s'étend entre la jonction de la tête (15) de la soupape d'admission (150) avec la tige (26) de la soupape d'admission (150) et un centre (31, 32) d'un jet de carburant de l'un du premier et du second groupes (38, 39).
 8. Moteur à combustion interne avec l'injecteur de carburant selon la revendication 6, dans lequel les orifices de pulvérisation (25) sont formés par un premier groupe (38) et un second groupe (39), chacun du premier et du second groupes (38, 39) étant conçu pour produire le jet de carburant destiné à l'un des orifices d'admission (13) de la chambre de combustion (12) du moteur (11) de sorte qu'une partie du jet présente un débit maximal dans des limites définies autour d'une ligne (33, 34) qui s'étend entre la jonction de la tête (15) de la soupape d'admission (150) avec la tige (26) de la soupape d'admission (150) et un centre (31, 32) d'un jet de carburant de l'un du premier et du second groupes (38, 39).
 9. Moteur à combustion interne avec l'injecteur de carburant selon la revendication 7, dans lequel le premier groupe (38) d'orifices de pulvérisation (25) est conçu pour produire et orienter le jet de carburant vers la tête (15) d'une soupape d'admission de gauche (150), vue depuis l'évacuation de carburant (23), et le second groupe (39) d'orifices de pulvérisation (25) est conçu pour produire et orienter le jet de carburant vers la tête (15) d'une soupape d'admission de droite (150), et dans lequel le premier groupe (38) possède certains des orifices de pulvérisation (25) qui sont prévus pour viser un côté droit de la zone présélectionnée, vue depuis l'évacuation de carburant (23), et sont plus nombreux que des orifices de pulvérisation restants (25), et le second groupe (39) possède certains des orifices de pulvérisation (25) qui sont prévus pour viser un côté gauche de la zone présélectionnée, vue depuis l'évacuation de carburant (23), et sont plus nombreux que des orifices de pulvérisation restants (25).
 10. Moteur à combustion interne avec l'injecteur de carburant selon la revendication 8, dans lequel le premier groupe (38) d'orifices de pulvérisation (25) est conçu pour produire et orienter le jet de carburant vers la tête (15) d'une soupape d'admission de gauche (150), vue depuis l'évacuation de carburant (23), et le second groupe (39) d'orifices de pulvérisation (25) est conçu pour produire et orienter le jet de carburant vers la tête (15) d'une soupape d'admission de droite (150), et dans lequel le premier groupe possède certains des orifices de pulvérisation (25) qui

sont prévus pour viser un côté droit de la zone présélectionnée, vue depuis l'évacuation de carburant (23), et sont plus nombreux que des orifices de pulvérisation restants (25), et le second groupe (39) possède certains des orifices de pulvérisation (25) qui sont prévus pour viser un côté gauche de la zone présélectionnée, vue depuis l'évacuation de carburant (23), et sont plus nombreux que des orifices de pulvérisation restants (25).

11. Moteur à combustion interne avec l'injecteur de carburant selon la revendication 7, dans lequel le premier groupe (38) d'orifices de pulvérisation (25) est conçu pour produire et orienter le jet de carburant vers la tête (15) d'une soupape d'admission de gauche (150), vue depuis l'évacuation de carburant (23), et le second groupe (39) d'orifices de pulvérisation (25) est conçu pour produire et orienter le jet de carburant vers la tête (15) d'une soupape d'admission de droite (150), et dans lequel le premier groupe (38) possède certains des orifices de pulvérisation (25) qui sont prévus pour produire et orienter les jets de carburant vers des points cibles définis sur un côté droit de la zone présélectionnée, vue depuis l'évacuation de carburant (23), à un pas entre les points consécutifs plus court que dans l'un des orifices de pulvérisation restants (25), et le second groupe (39) possède certains des orifices de pulvérisation (25) qui sont prévus pour produire et orienter les jets de carburant vers des points cibles définis sur un côté gauche de la zone présélectionnée, vu depuis l'évacuation de carburant (23), à un pas entre les points consécutifs plus court que dans l'un des orifices de pulvérisation restants (25).

12. Moteur à combustion interne avec l'injecteur de carburant selon la revendication 8, dans lequel le premier groupe (38) d'orifices de pulvérisation (25) est conçu pour produire et orienter le jet de carburant vers la tête (15) d'une soupape d'admission de gauche (150), vue depuis l'évacuation de carburant (23), et le second groupe (39) d'orifices de pulvérisation (25) est conçu pour produire et orienter le jet de carburant vers la tête (15) d'une soupape d'admission de droite (150), et dans lequel le premier groupe (38) possède certains des orifices de pulvérisation (25) qui sont prévus pour produire et orienter les jets de carburant vers des points cibles définis sur un côté droit de la zone présélectionnée, vue depuis l'évacuation de carburant (23), à un pas entre les points consécutifs plus court que dans l'un des orifices de pulvérisation restants (25), et le second groupe (39) possède certains des orifices de pulvérisation (25) qui sont prévus pour produire et orienter les jets de carburant vers des points cibles définis sur un côté gauche de la zone présélectionnée, vus depuis l'évacuation de carburant (23), à un pas entre les points consécutifs plus court que dans l'un des orifices de

pulvérisation restants (25).

13. Moteur à combustion interne avec l'injecteur de carburant selon la revendication 7, dans lequel le premier groupe (38) d'orifices de pulvérisation (25) est conçu pour produire et orienter le jet de carburant vers la tête (15) d'une soupape d'admission de gauche (150), vue depuis l'évacuation de carburant (23), et le second groupe (39) d'orifices de pulvérisation (25) est conçu pour produire et orienter le jet de carburant vers la tête (15) d'une soupape d'admission de droite (150), et dans lequel le premier groupe (38) possède certains des orifices de pulvérisation (25) qui sont prévus pour produire et orienter les jets de carburant vers un côté droit de la zone présélectionnée, vue depuis l'évacuation de carburant (23), et présentent un diamètre supérieur à l'un des orifices de pulvérisation restants (25), et le second groupe (39) possède certains des orifices de pulvérisation (25) qui sont prévus pour produire et orienter les jets de carburant vers un côté gauche de la zone présélectionnée, vue depuis l'évacuation de carburant (23), et présentent un diamètre supérieur à l'un des orifices de pulvérisation restants (25).

14. Moteur à combustion interne avec l'injecteur de carburant selon la revendication 8, dans lequel le premier groupe (38) d'orifices de pulvérisation (25) est conçu pour produire et orienter le jet de carburant vers la tête (15) d'une soupape d'admission de gauche (150), vue depuis l'évacuation de carburant (23), et le second groupe (39) d'orifices de pulvérisation (25) est conçu pour produire et orienter le jet de carburant vers la tête (15) d'une soupape d'admission de droite (150), et dans lequel le premier groupe (38) possède certains des orifices de pulvérisation (25) qui sont prévus pour produire et orienter les jets de carburant vers un côté droit de la zone présélectionnée, vue depuis l'évacuation de carburant (23), et présentent un diamètre supérieur à l'un des orifices de pulvérisation restants (25), et le second groupe (39) possède certains des orifices de pulvérisation (25) qui sont prévus pour produire et orienter les jets de carburant vers un côté gauche de la zone présélectionnée, vue depuis l'évacuation de carburant (23), et présentent un diamètre supérieur à l'un des orifices de pulvérisation restants (25).

15. Moteur à combustion interne avec l'injecteur de carburant selon la revendication 1, dans lequel la pluralité d'orifices de pulvérisation (25) est répartie en une pluralité de groupes d'orifices de pulvérisation (38, 39) qui fonctionnent pour produire la pluralité de jets de carburant pulvérisé, un pour chacun d'une pluralité d'orifices d'admission d'une chambre de combustion (12) dans un cylindre du moteur (11), et dans lequel les jets de carburant pulvérisé présentent des débits différents les uns des autres.

16. Moteur à combustion interne avec l'injecteur de carburant selon la revendication 15, dans lequel l'un (39) des groupes d'orifices de pulvérisation, qui est sélectionné de façon à produire l'un des jets de carburant à débit plus élevé, possède au moins l'un des orifices de pulvérisation (25) qui présente un diamètre supérieur à celui dans l'un (38) des autres groupes d'orifices de pulvérisation (38, 39) qui est sélectionné de façon à produire le jet de carburant pulvérisé à débit moins élevé.

17. Moteur à combustion interne avec l'injecteur de carburant selon la revendication 15, dans lequel l'un (39) des groupes d'orifices de pulvérisation (38, 39), qui est sélectionné de façon à produire l'un des jets de carburant pulvérisé à débit plus élevé, possède certains orifices de pulvérisation (25) qui sont plus nombreux que celui dans l'un (38) des autres groupes d'orifices de pulvérisation (38, 39) qui est sélectionné de façon à produire le jet de carburant pulvérisé à débit plus faible.

18. Moteur à combustion interne avec un injecteur de carburant qui comprend :

un corps d'injecteur (21) muni d'une évacuation de carburant (23) ; et

un orifice de pulvérisation (25) formé dans l'évacuation de carburant (23), ledit orifice de pulvérisation (25) étant conçu de manière géométrique afin d'être commandé de façon à émettre un jet de carburant pulvérisé dans l'un d'un mode d'injection synchrone d'admission dans lequel le carburant est projeté dans un cylindre d'un moteur (11) en synchronisation avec une course d'admission d'un piston du cylindre, et d'un mode d'injection asynchrone d'admission dans lequel le carburant est projeté dans le cylindre pendant la fermeture d'une soupape d'admission (150), quelle que soit la course du piston,

dans lequel, en mode d'injection asynchrone d'admission, le jet de carburant pulvérisé étant émis selon un modèle prédéterminé de sorte que sensiblement 70% ou plus d'une quantité totale du jet pulvérisé atteigne une zone présélectionnée sur une surface d'une tête (15) de la soupape d'admission (150) du moteur (11) lorsque la soupape d'admission (150) est fermée, la zone présélectionnée étant l'une d'une première et d'une seconde zones (28, 29 ; 28a, 29a) sur la surface de la tête (15) de la soupape d'admission (150), qui sont définies par une ligne de délimitation de référence qui s'étend au centre d'une jonction de la tête (15) de la soupape d'admission (150) avec une tige (26) de la soupape d'admission (150), la première zone (28 ; 28a) étant plus proche d'un collecteur d'admission (17) du moteur (11), la secon-

de zone (29 ; 29a) étant plus proche d'une soupape d'échappement du moteur (11), la zone présélectionnée étant la première zone (28 ; 28a), dans lequel un motif défini sur la surface de la tête (15) de la soupape d'admission (150) par le jet de carburant émis par ledit orifice de pulvérisation (25) en mode d'injection asynchrone d'admission est un motif ovale qui possède une première et une seconde longueurs, la première longueur s'étendant dans une direction projetée par une direction dans laquelle le jet de carburant est émis par l'orifice de pulvérisation (25) sur la surface de la tête (15) de la soupape d'admission (150), la seconde longueur s'étendant perpendiculairement à la direction de la première longueur et étant plus longue que la première longueur,

caractérisé en ce que

une pluralité d'orifices de pulvérisation (25) est formée dans l'évacuation de carburant (23), et dans lequel le motif prédéterminé du jet de carburant pulvérisé est établi en réglant au moins l'un(e) d'une disposition des orifices de pulvérisation (25) au niveau de l'évacuation de carburant (23), d'une direction angulaire dans laquelle un jet de carburant est émis par chacun des orifices de pulvérisation (25), d'un diamètre de chacun des orifices de pulvérisation (25), et d'un pas entre deux des points cibles adjacents sur la zone présélectionnée de la tête (15) de la soupape d'admission (150), pour chacun desquels l'un des orifices de pulvérisation (25) vise à diriger une partie centrale du jet de carburant qui présente le débit de carburant le plus élevé.

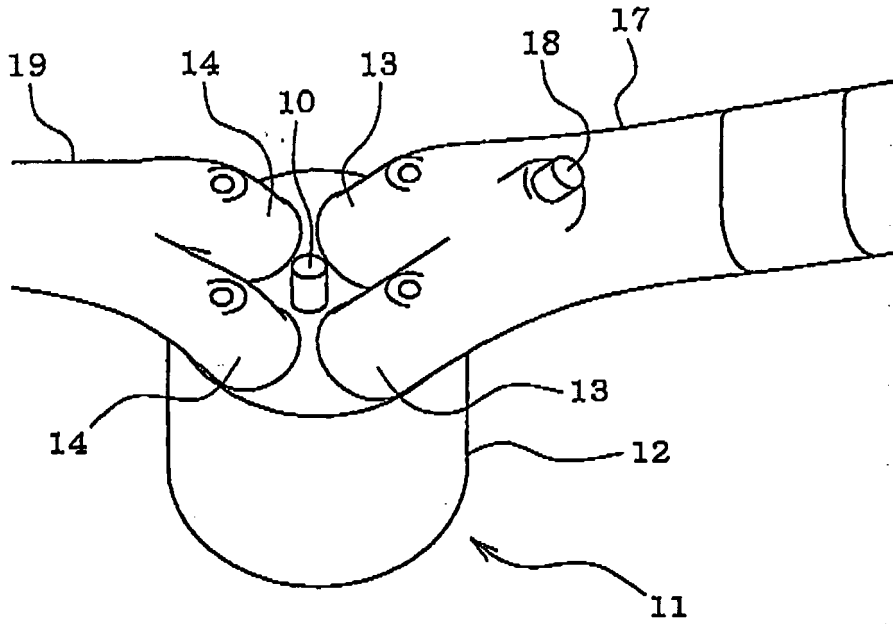


Fig 2

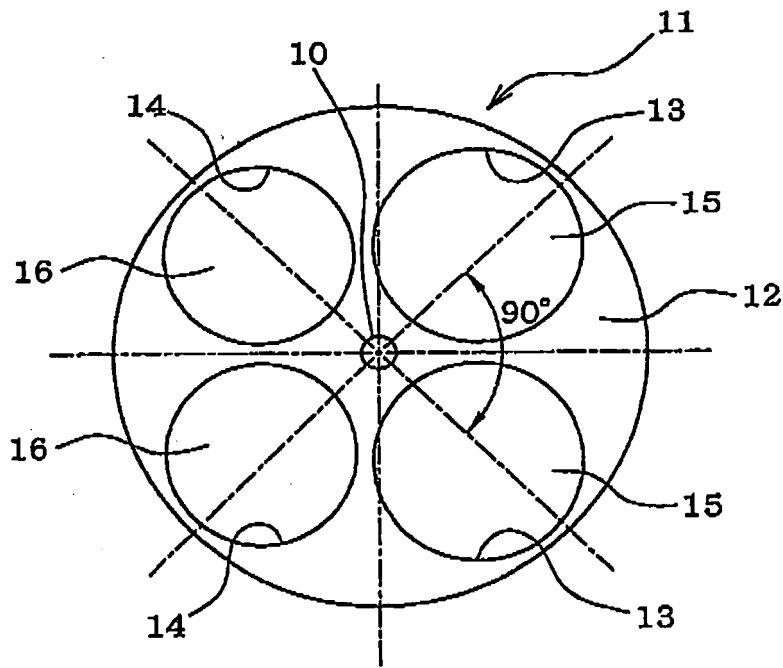


Fig. 3

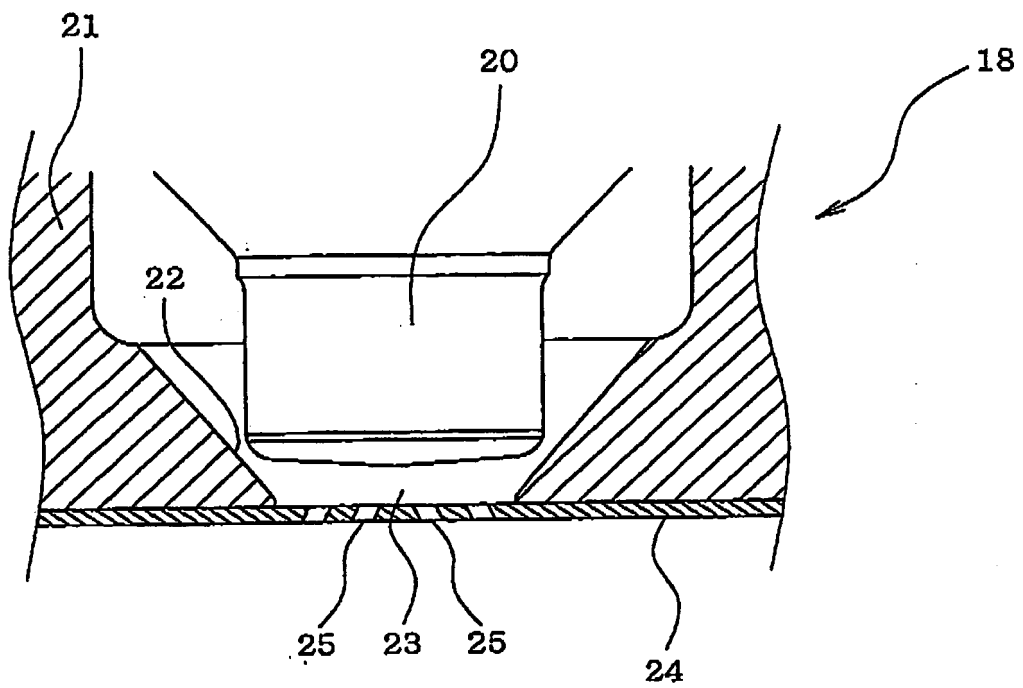


Fig.4

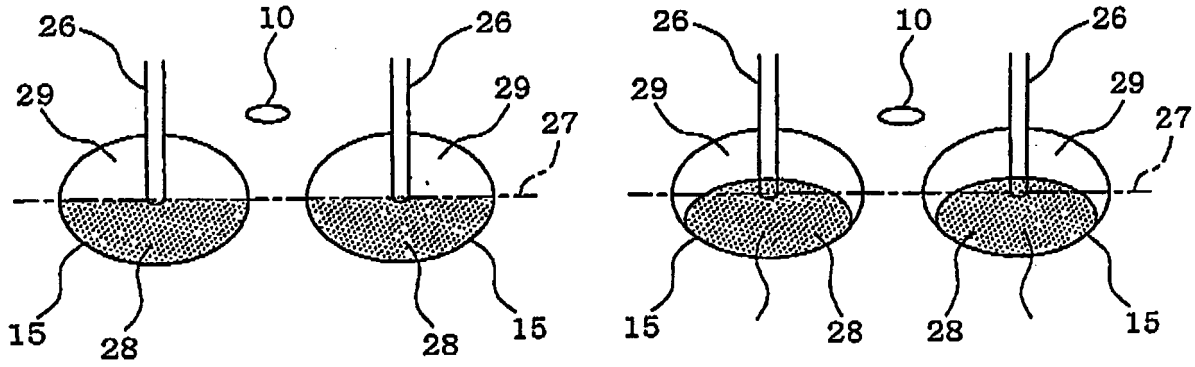


Fig. 5(a)

Fig. 5(b)

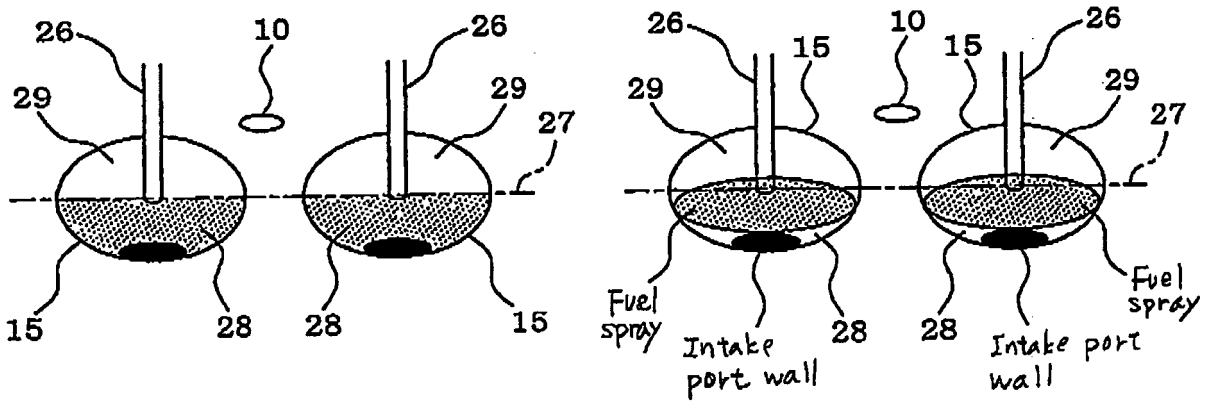


Fig. 6(a)

Fig. 6(b)

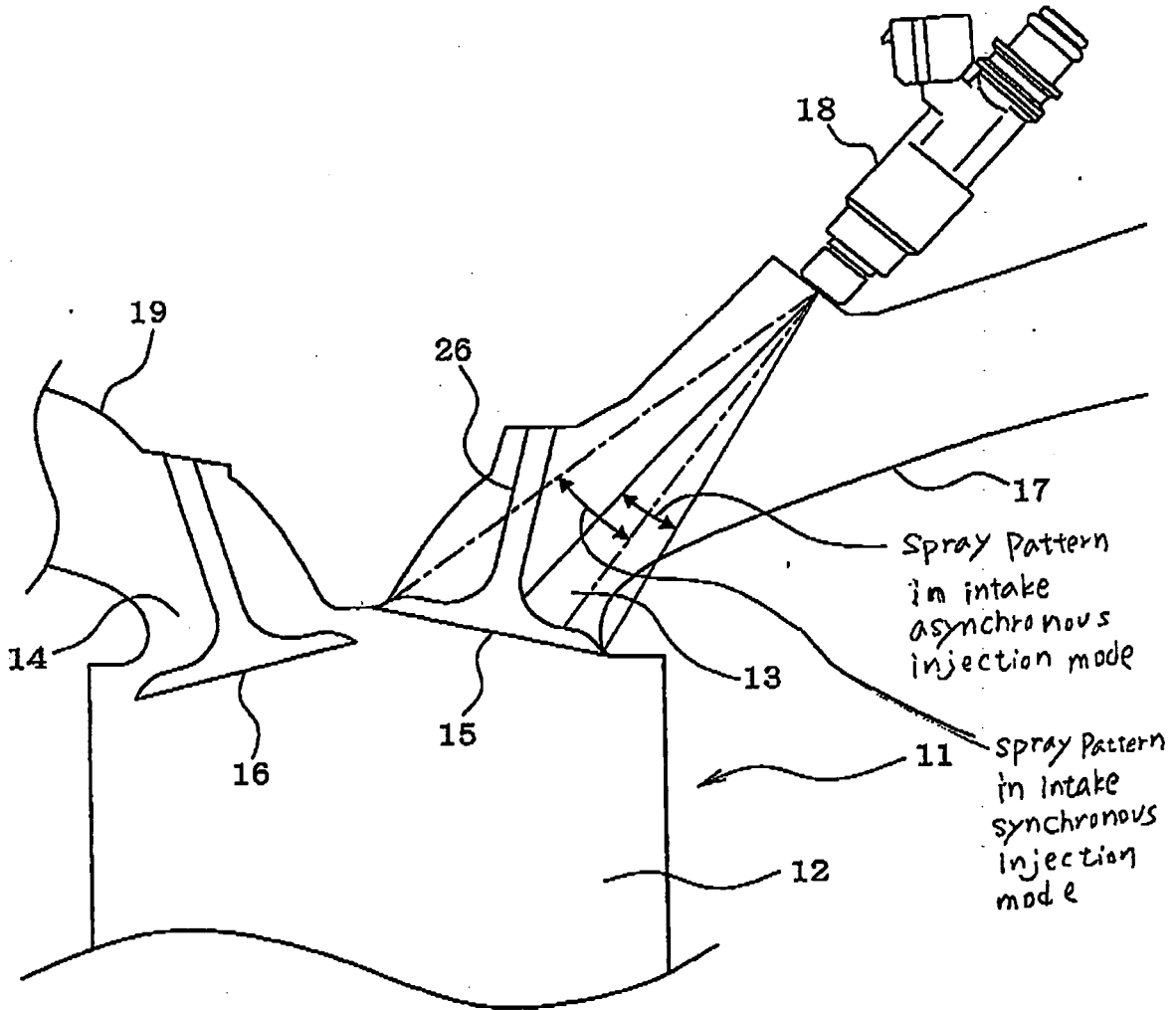


Fig. 7

Fig. 8(a)

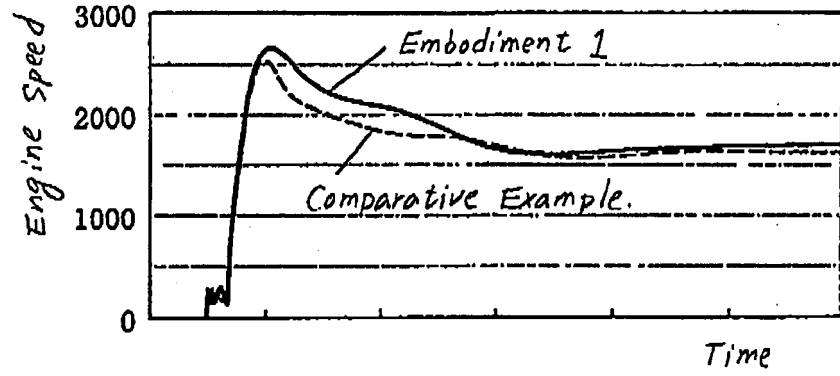


Fig. 8(b)

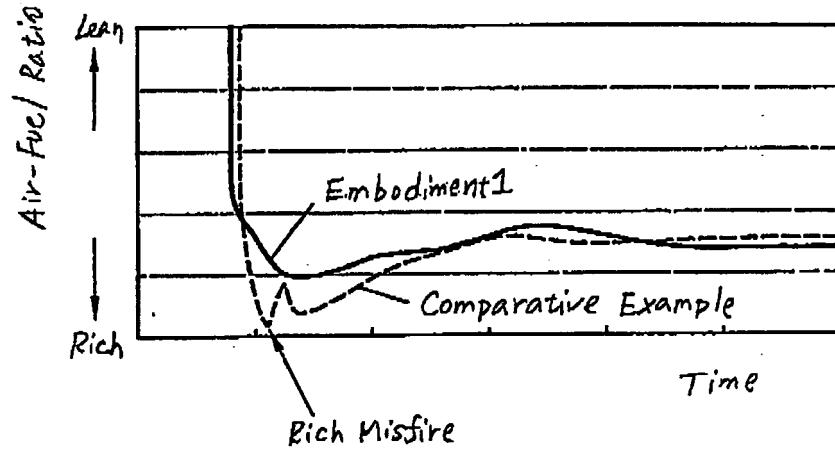
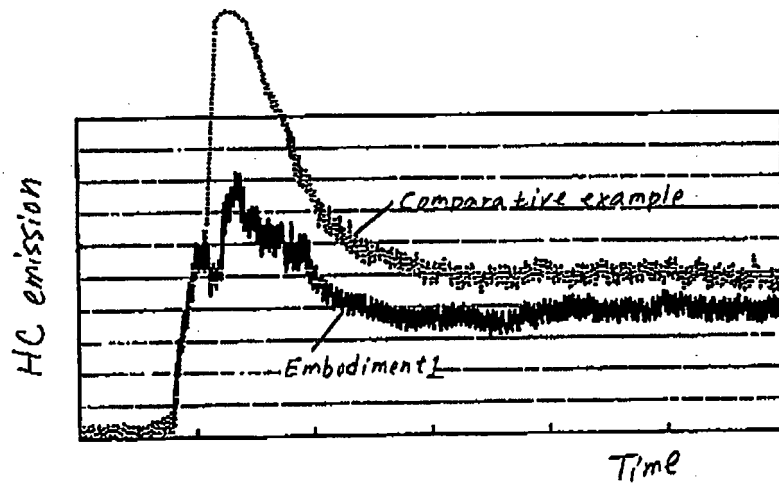


Fig. 8(c)



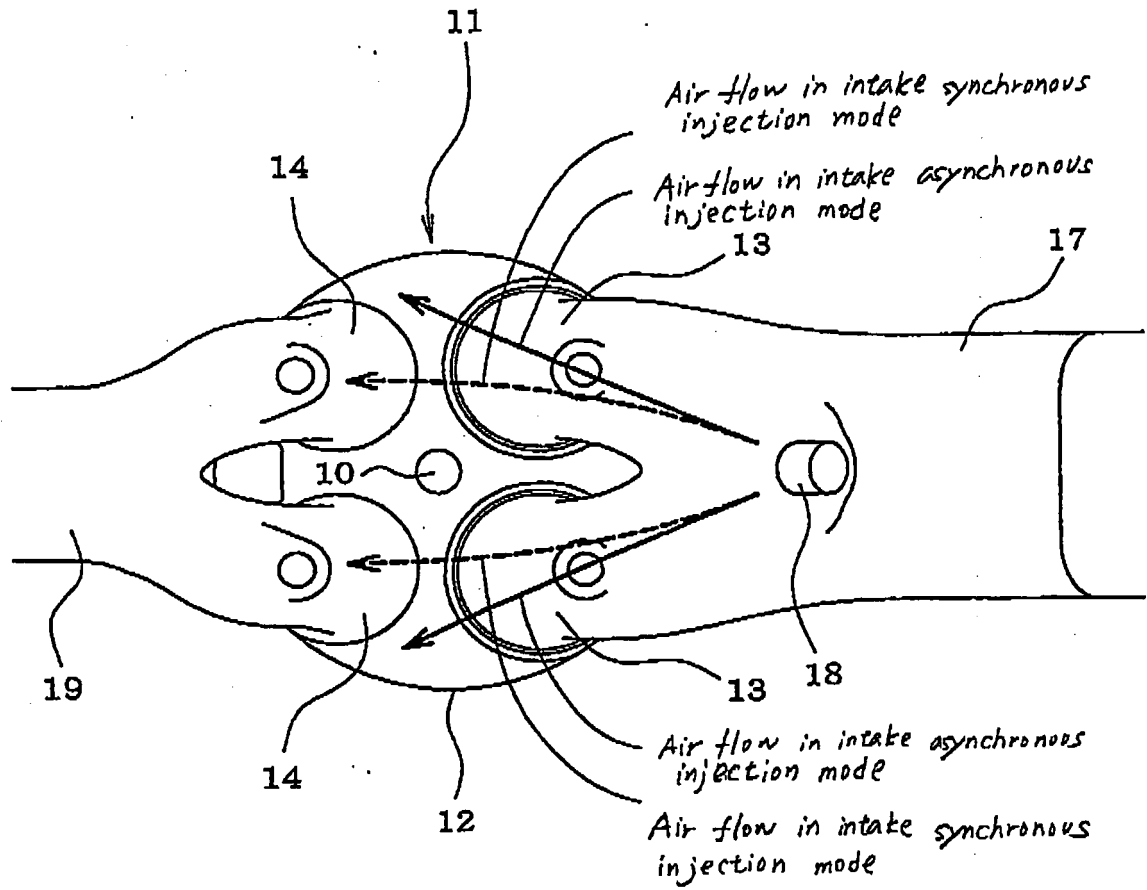


Fig. 9

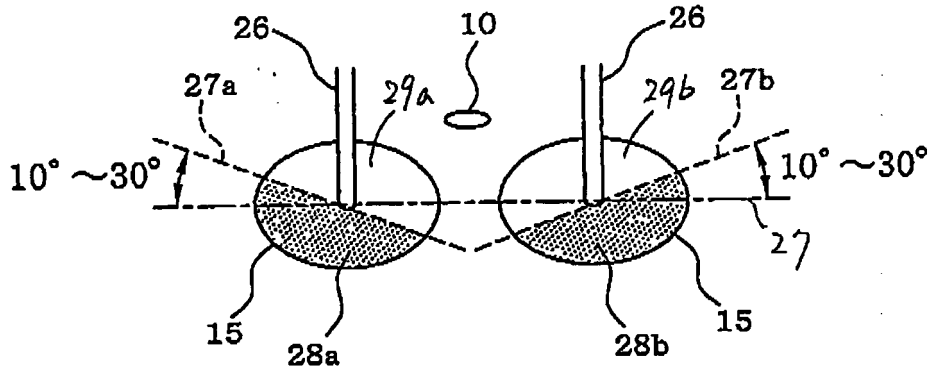


Fig. 10 (a)

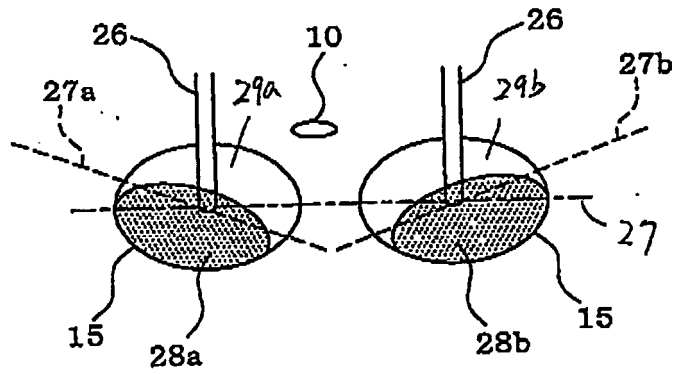


Fig. 10 (b)

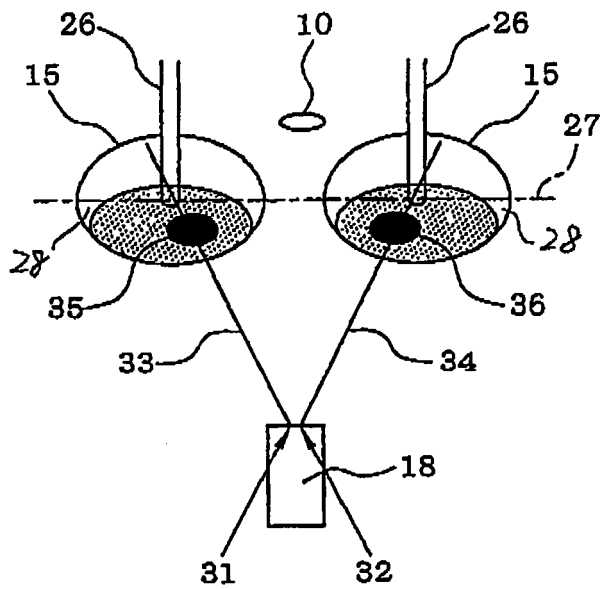


Fig. 11

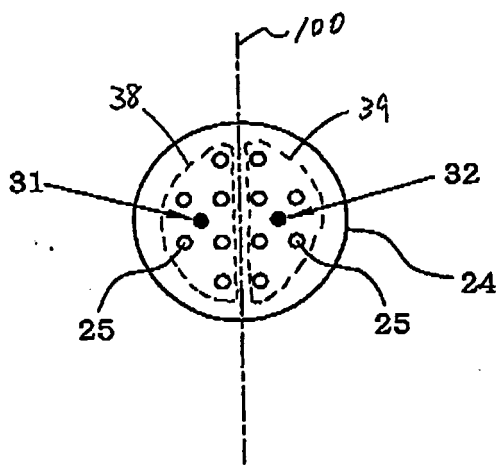
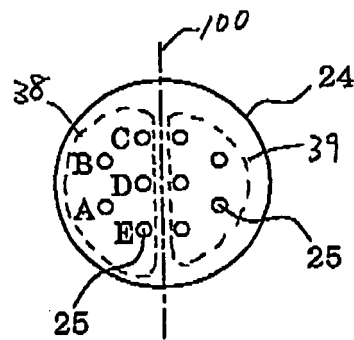
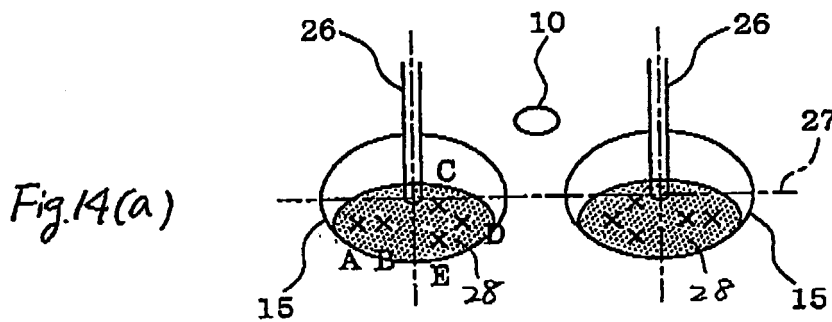
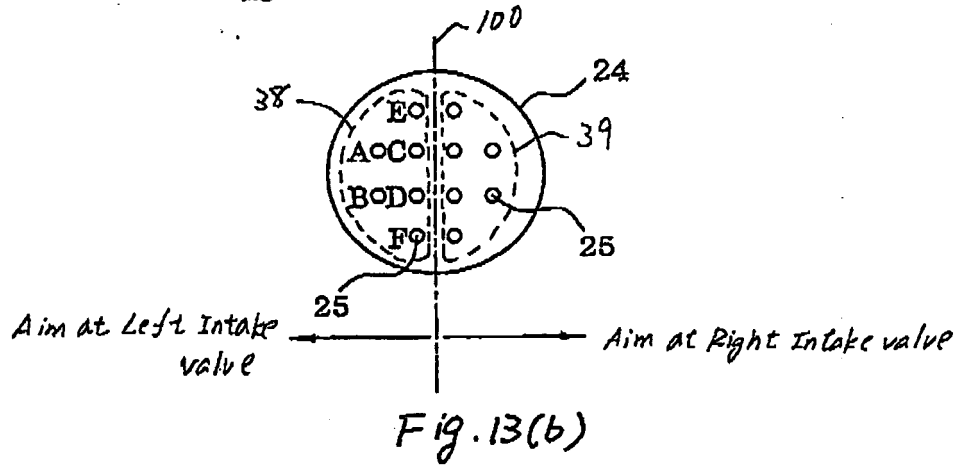
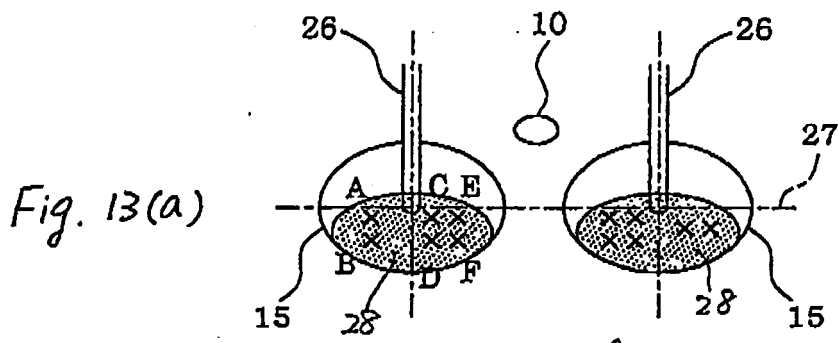
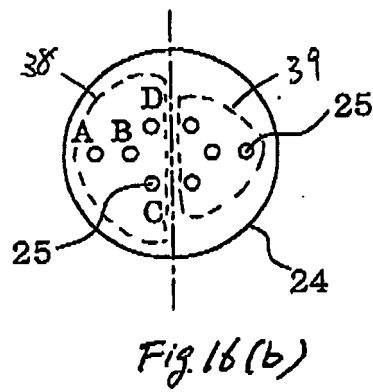
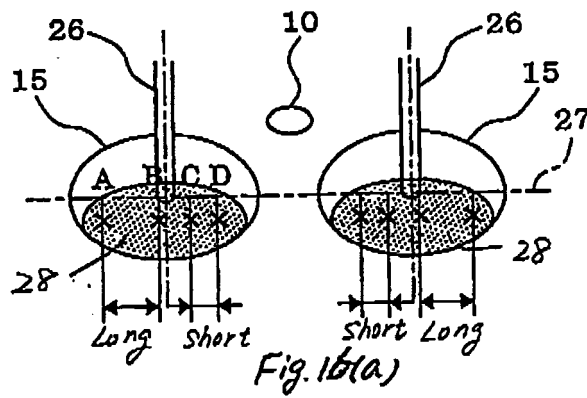
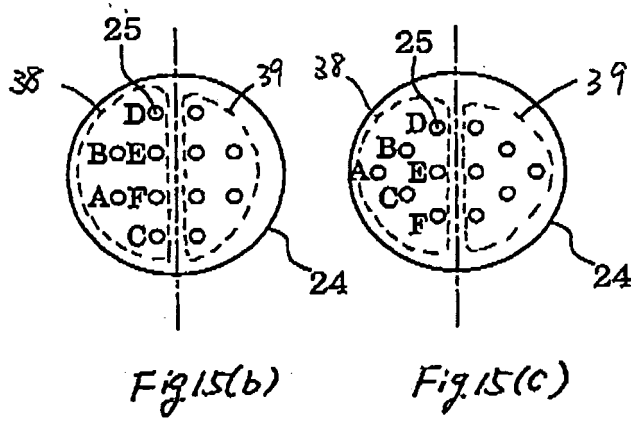
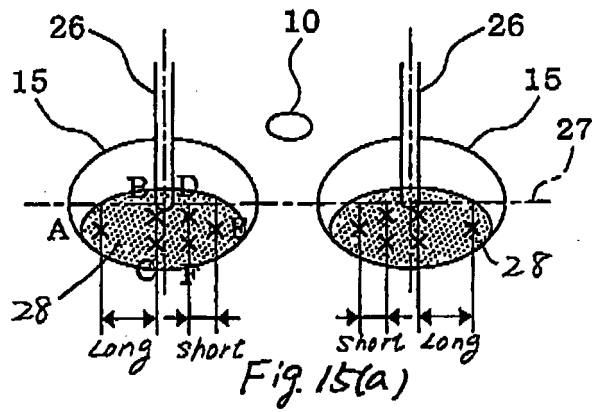


Fig. 12





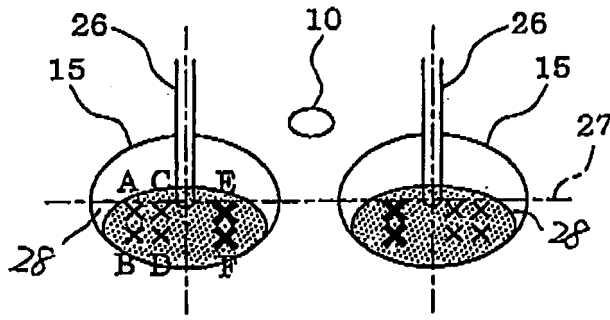


Fig. 17(a)

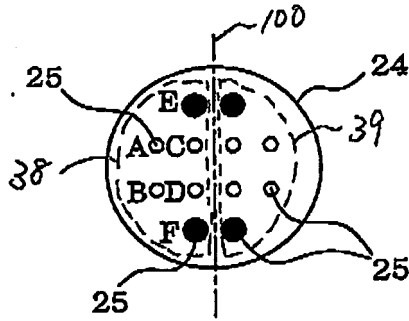


Fig. 17(b)

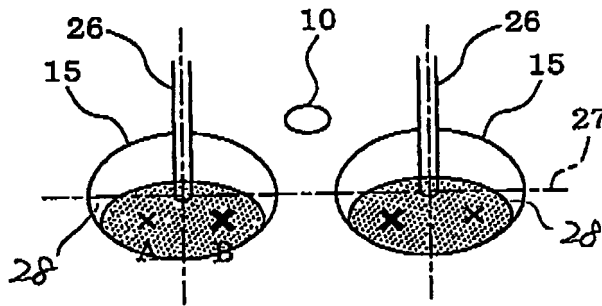


Fig. 18(a)

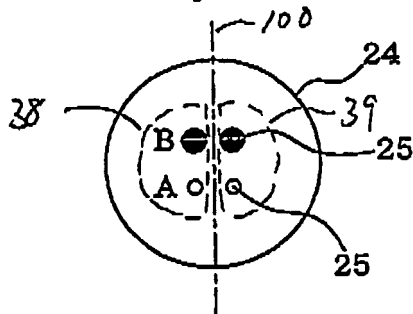


Fig. 18(b)

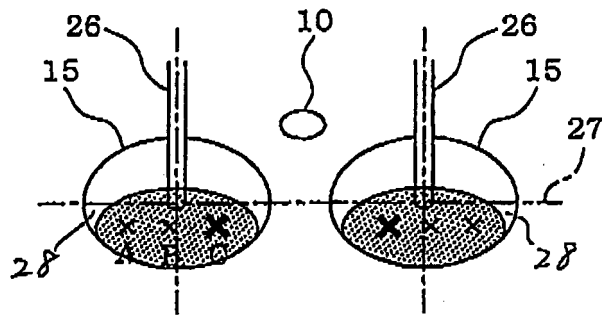


Fig. 19(a)

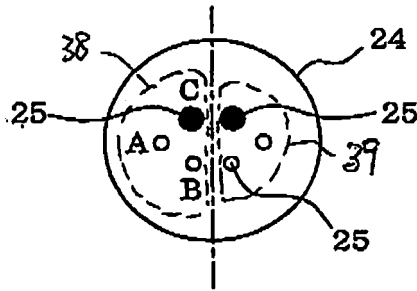


Fig. 19(b)

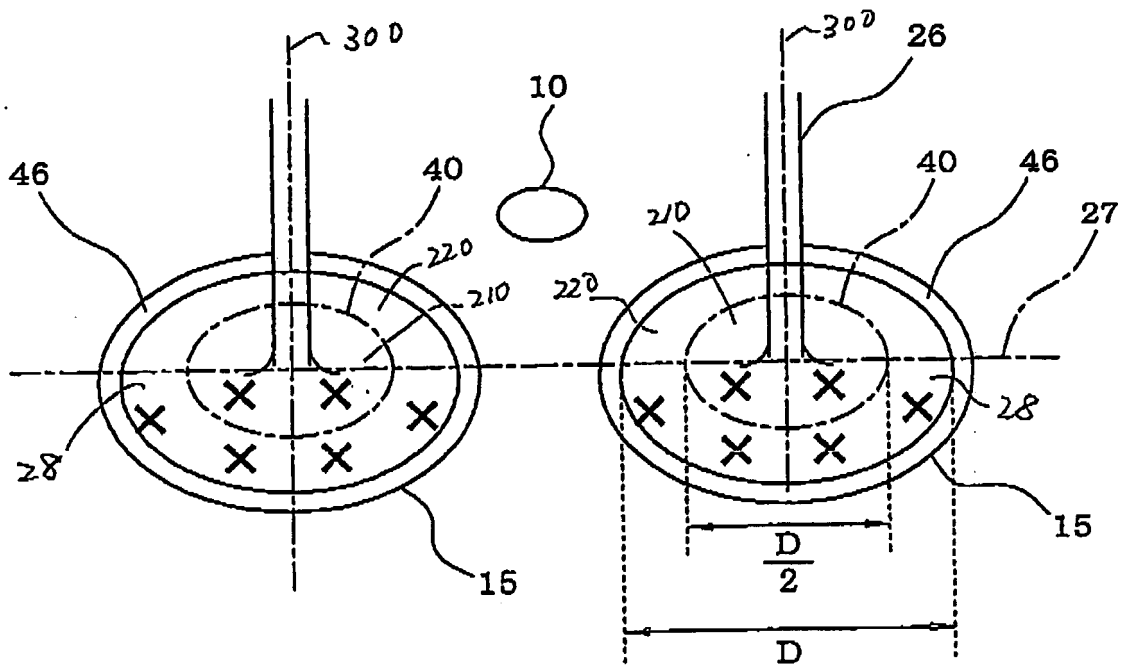


Fig. 20

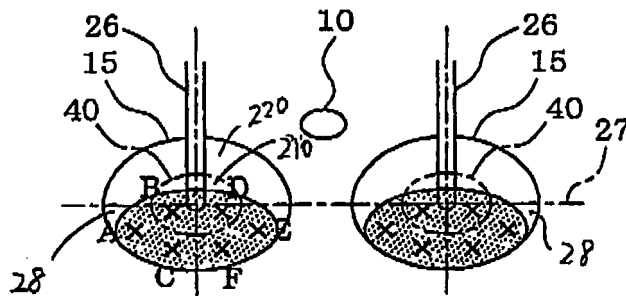


Fig. 21(a)

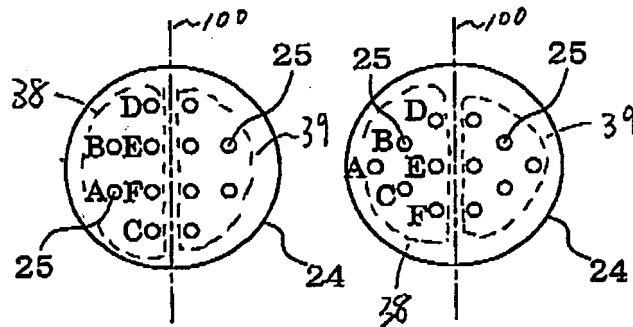


Fig. 21(b)

Fig. 21(c)

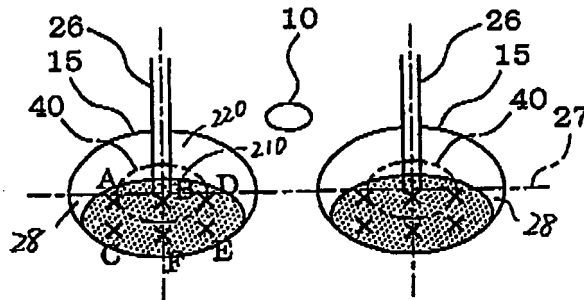


Fig. 22(a)

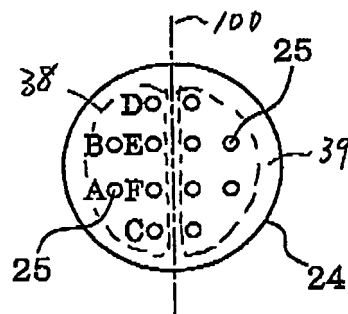


Fig. 22(b)

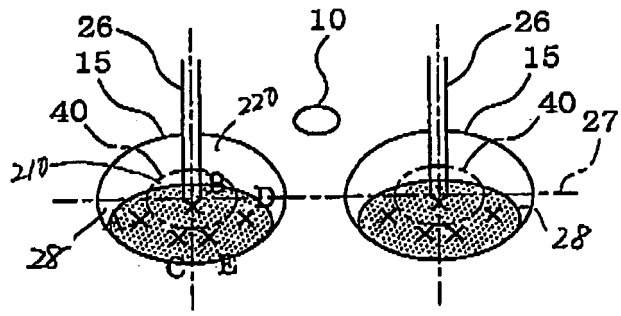


Fig. 23(a)

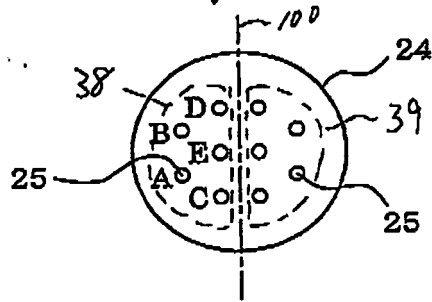


Fig. 23(b)

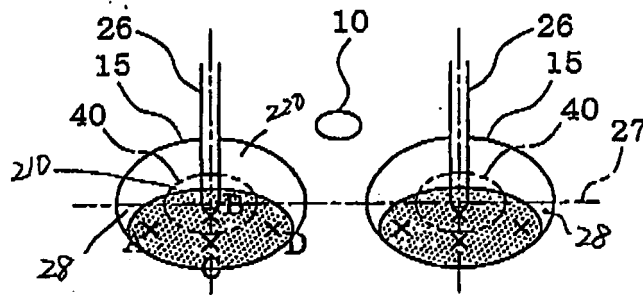


Fig. 24(a)

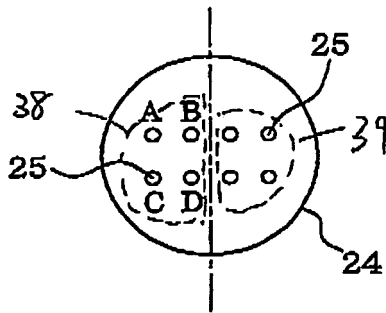


Fig. 24(b)

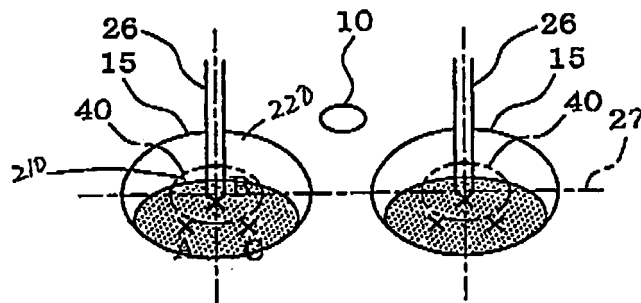


Fig. 25(a)

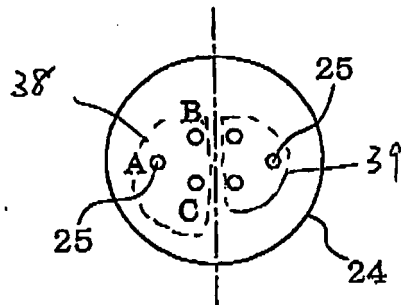


Fig. 25(b)

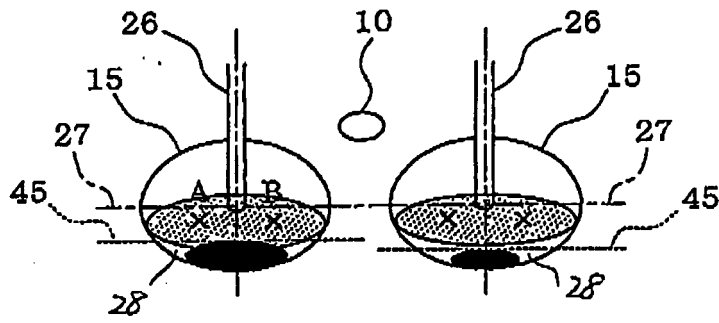


Fig. 26(a)

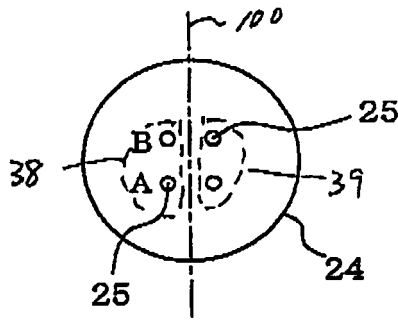


Fig. 26(b)

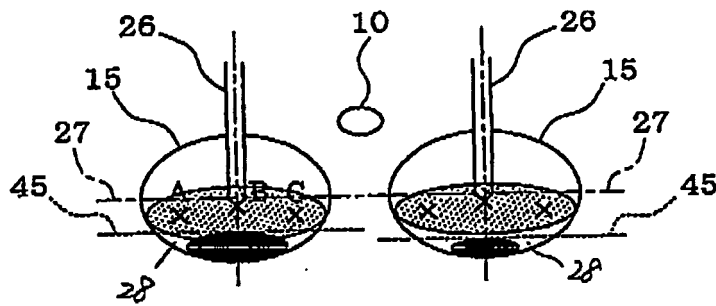


Fig. 27(a)

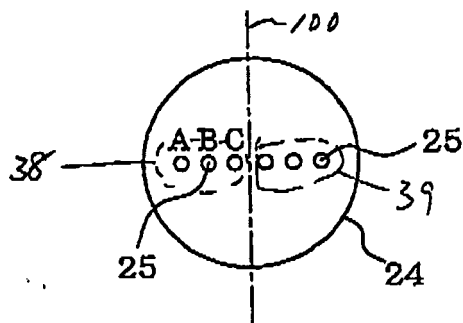


Fig. 27(b)

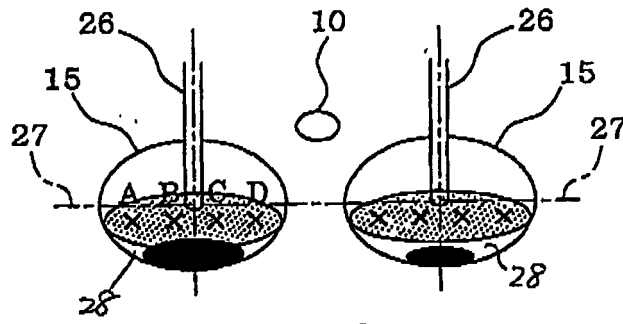


Fig. 28(a)

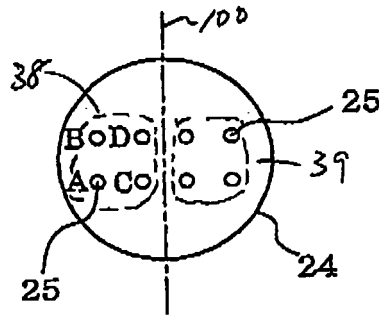


Fig. 28(b)

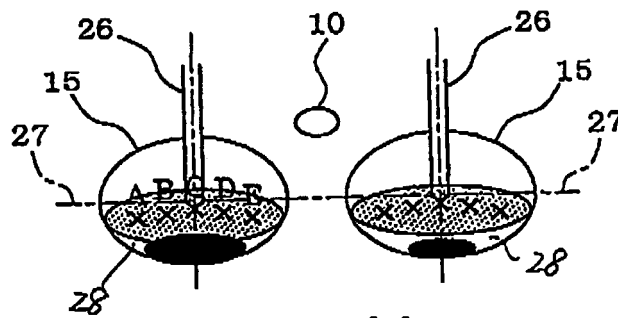


Fig. 29(a)

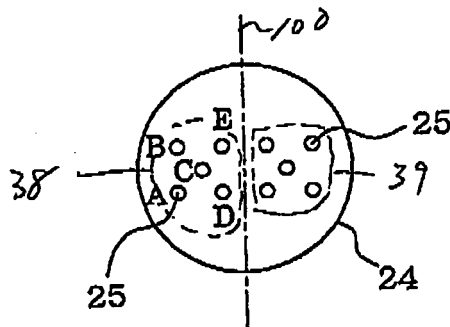


Fig. 29(b)

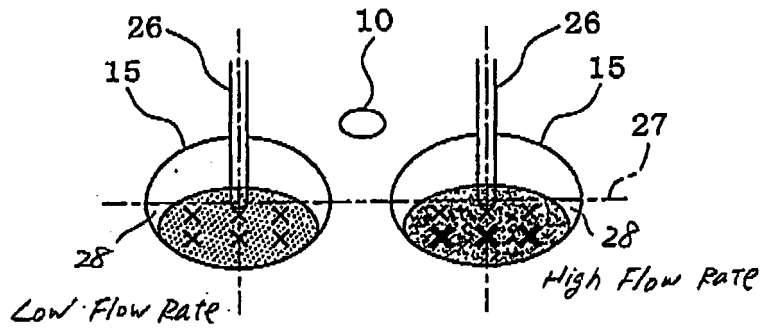


Fig. 30(a)

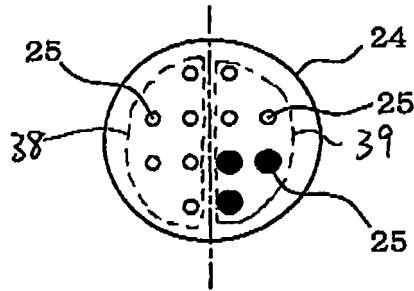


Fig. 30(b)

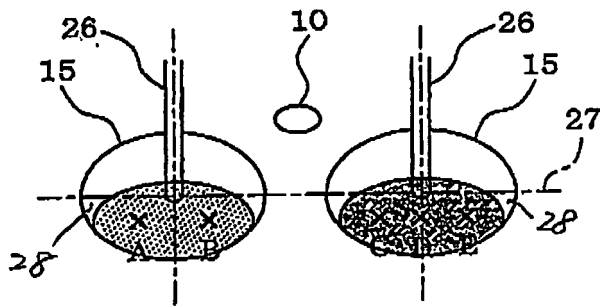


Fig. 31(a)

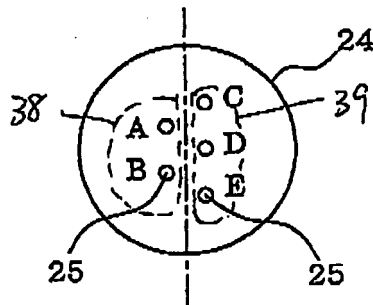


Fig. 31(b)

REFERENCES CITED IN THE DESCRIPTION

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